NACOmatic

Effective: 21-Oct-2010
Expires: 18-Nov-2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[23]
RNAV (GPS) Rwy 22[23]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**

NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
VOR Rwy 28

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/
POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

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NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)
AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)
AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI (CON)
AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON (LZD)
AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL (1B0)
ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI (EPM)
ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)

NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA
HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME
HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH
JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH
DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH
LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA
LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

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MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.

Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)
ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)
AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.
Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

21 OCT 2010 to 18 NOV 2010

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

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WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

WORCESTER, MA

WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

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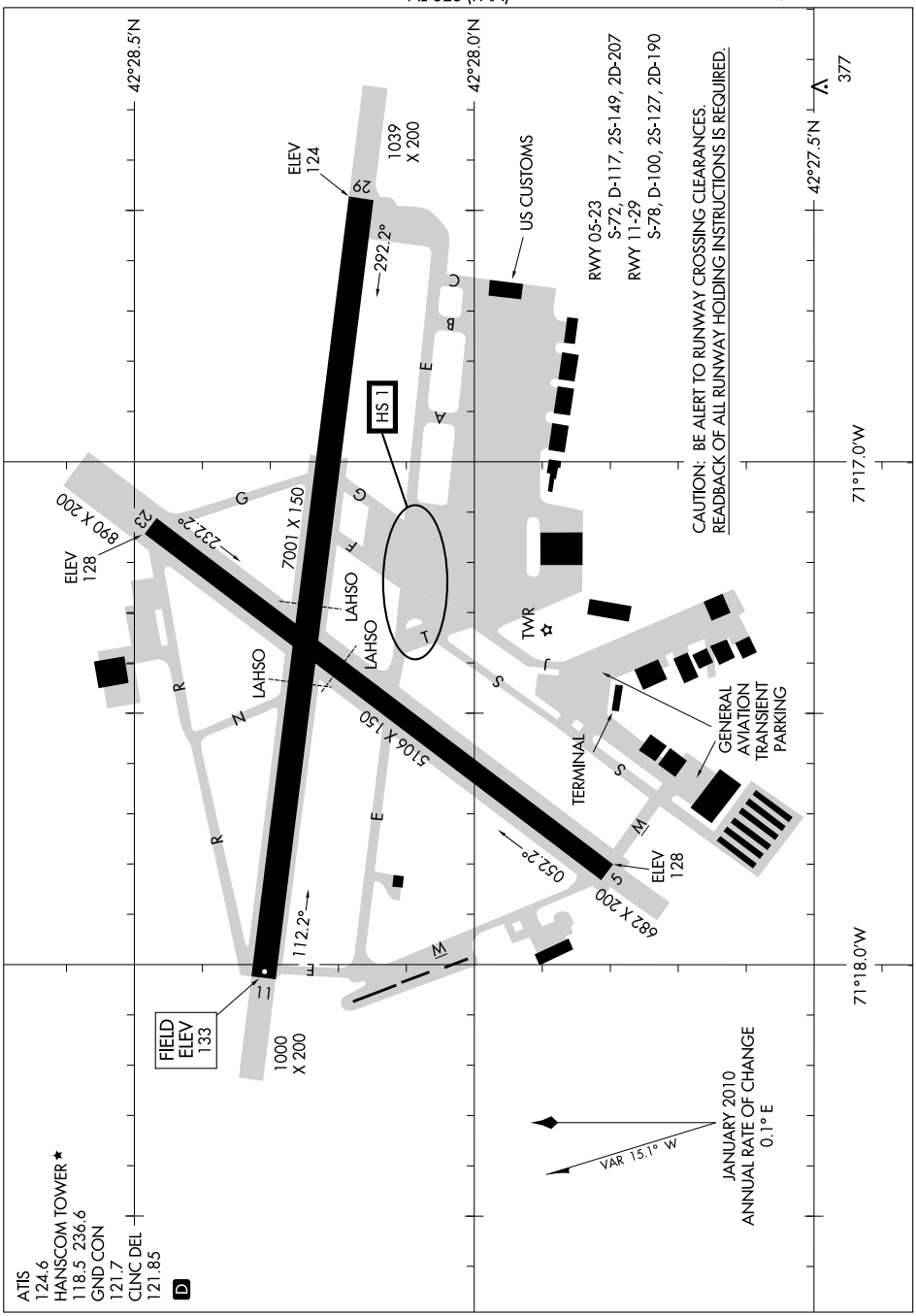
21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)
BEDFORD, MASSACHUSETTS

AL-626 (FAA)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BEDFORD, MASSACHUSETTS
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

10266

BEDFORD

LAURENCE G HANSCOM FLD (BED) 0 NE UTC−5(−4DT) N42°28.20′ W71°17.34′ NEW YORK

133 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA Class I, ARFF Index A **COPTER**
NOTAM FILE BED **H–11D, 12K, L–33D, 34J**

RWY 11–29: H7001X150 (ASPH–GRVD) S–78, D–100, 2S–127, 2D–190 HIRL **IAP, AD**

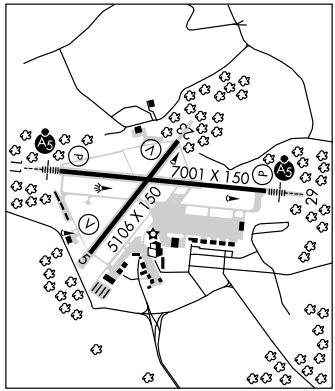
RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 62′. Hill.

RWY 29: MALSR. PAPI(P4R)—GA 3.0°TCH 52′. Rgt tfc acft over 12,500 lbs. Trees.

RWY 05–23: H5106X150 (ASPH–GRVD) S–72, D–117, 2S–149, 2D–207 MIRL

RWY 05: REIL. VASI(V4L)—GA 3.75° TCH 62′. Trees.

RWY 23: REIL. VASI(V4R)—GA 3.25° TCH 53′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	11–29	3000
RWY 11	05–23	2650
RWY 29	05–23	3650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5106	TODA–5106	ASDA–5106	LDA–5106
RWY 11:	TORA–7001	TODA–7001	ASDA–7001	LDA–7001
RWY 23:	TORA–5106	TODA–5106	ASDA–5106	LDA–5106
RWY 29:	TORA–7001	TODA–7001	ASDA–7001	LDA–7001

AIRPORT REMARKS: Attended continuously. Birds and wildlife on and invof arpt. PPR for all acft carrying explosives, call 781–869–8000. No practice low apchs/touch and go ldg for acft 12,500 lbs and over. No practice low apchs/touch and go ldgs for acft under 12,500 lbs between 0400–1200Z‡. Unlighted 215 ft AGL obstruction 1000 ft south of apch end Rwy 11. Noise rules in effect, helicopters operating within controlled airspace are required to main-tain highest possible altitude. Surcharge for each ldg and/or departure 0400–1200Z‡. Be alert for small acft parked on ramps. TPA 1133 (1000) fixed wing; 1633 (1500) turbojet; 1933 (1800) heavy jet acft. CLOSED to Part 121 air carrier ops with over 60 seats except 24 hour PPR call 781–869–8000. Twy N unavbl Nov 15–Apr 1. Twys N and B clsd to air carrier acft. Twy G between Rwy 11–29 and Rwy 05–23 restricted—no acft with wingspans greater than 118′. Twys F, J, M, N, R, S, T clsd greater than 118′ wingspan. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 11–29, MALSR Rwy 11 and 29, and twy lgts—118.5. Commercial and transient ldg fee. Flight Notification Service (ADCUS) available. User pays customs cost.

WEATHER DATA SOURCES: ASOS (781) 274–9733. LAWRS.

COMMUNICATIONS: CTAF 118.5 **ATIS** 124.6 781–274–6283. **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 124.4

HANSCOM TOWER 118.5 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 121.85

AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

LAWRENCE (L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 223° 18.4 NM to fld. 302/15W.

SHAKER HILL NDB (MHW) 251 SKR N42°27.35′ W71°10.71′ 296° 5 NM to fld. NOTAM FILE BED. Unmonitored indefinitely. Unusable beyond 10 NM.

BEDDS NDB (LOM) 332 BE N42°28.79′ W71°23.32′ 114° 4.5 NM to fld. Unmonitored when twr clsd.

ILS/DME 111.15 I–BED Chan 48(Y) Rwy 11. Class IA. LOM BEDDS NDB. ILS unmonitored when twr clsd. Middle marker unmonitored 24 hours daily.

ILS/DME 111.15 I–ULJ Chan 48(Y) Rwy 29. Class IB.

BERKLEY

MYRICKS (1M8) 3 SE UTC−5(−4DT) N41°50.34′ W71°01.59′ NEW YORK

71 S2 **FUEL** 100LL NOTAM FILE BDR

RWY 09–27: 2466X50 (TURF)

RWY 09: Tree. **RWY 27:** Trees.

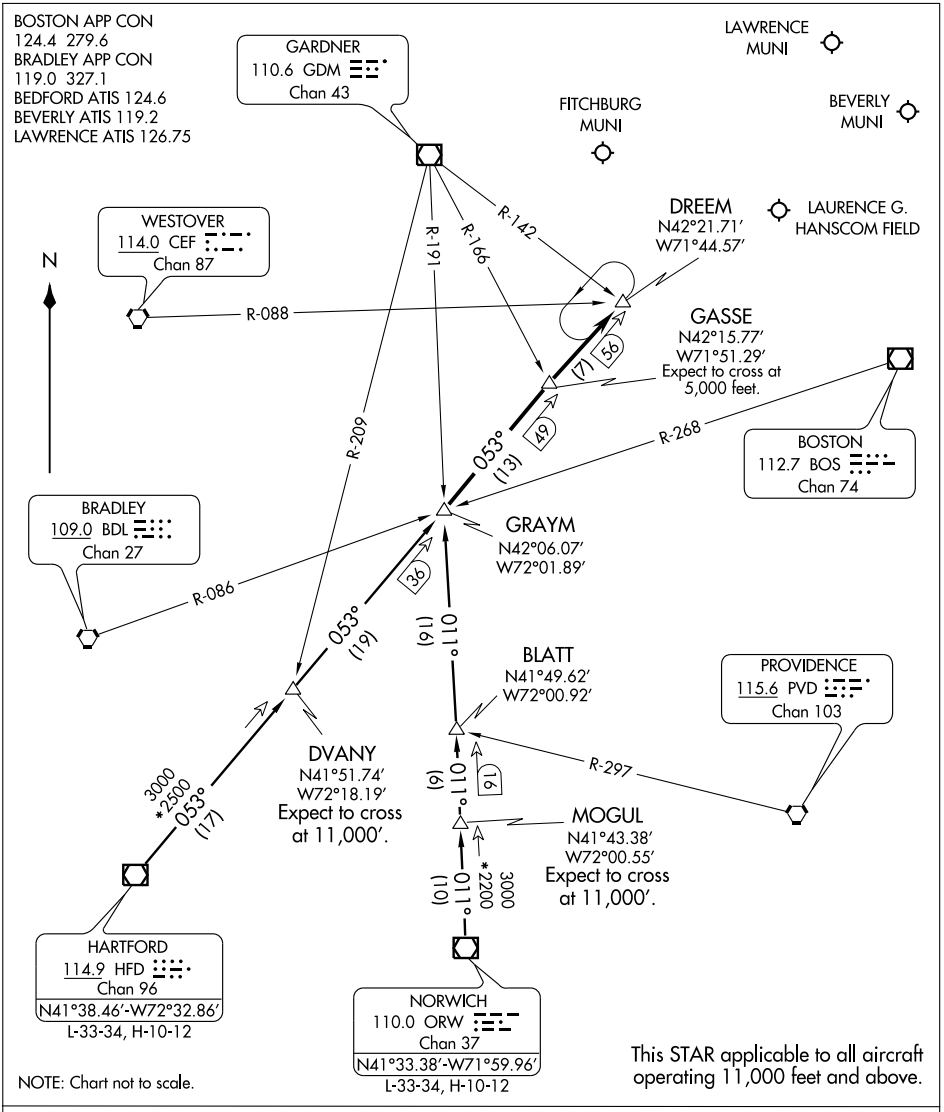
AIRPORT REMARKS: Attended dalgt hours. Aerial banner pickup and drop ops on and in vicinity of arpt.

COMMUNICATIONS: CTAF: 122.9

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

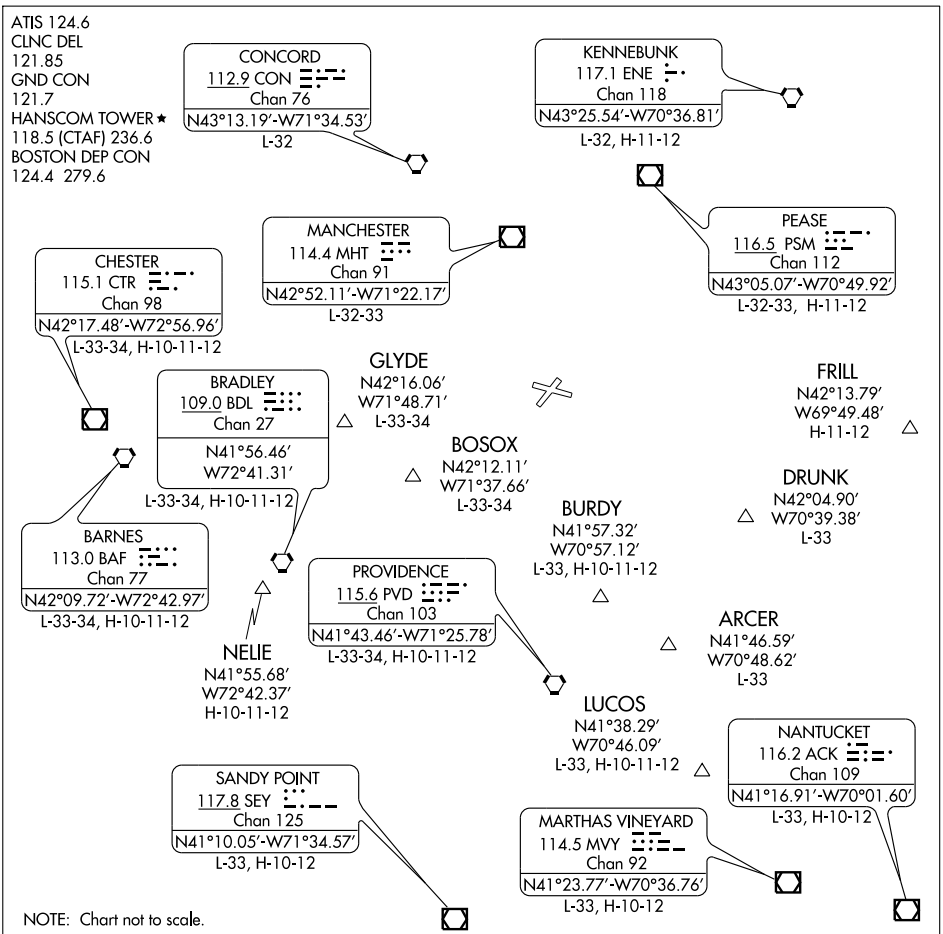
NE-1, 21 OCT 2010 to 18 NOV 2010

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

HANSCOM SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

NE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

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LOC/DME I-BED	APP CRS	Rwy ldg 7001
111.15	113°	TDZE 133
Chan 48 (Y)		Apt Elev 133

ILS or LOC RWY 11

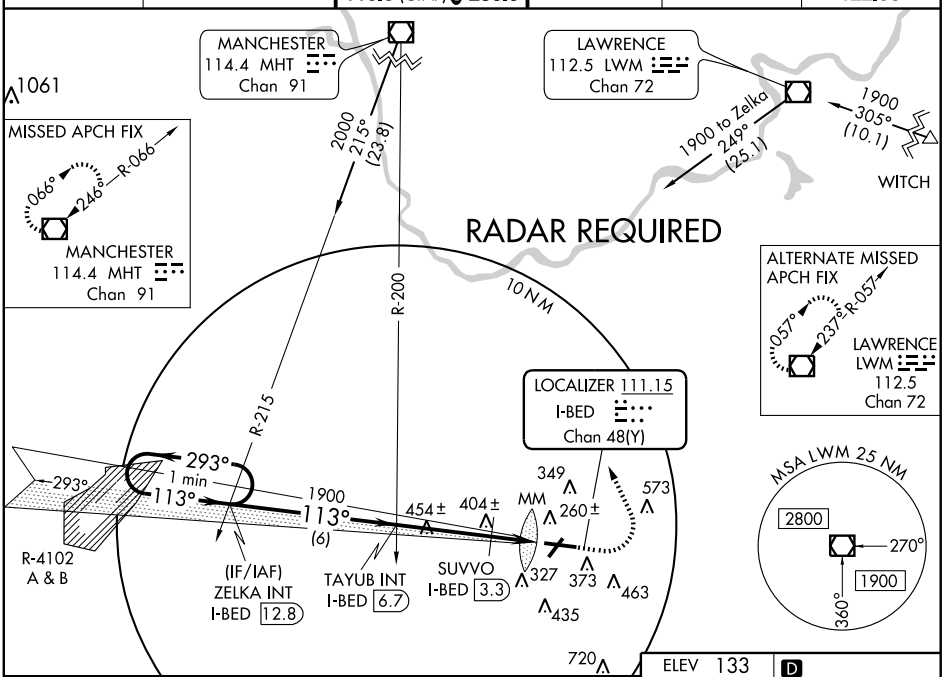
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-ILS 11 all Cats and S-LOC 11 Cats A and B. Visibility reduction by helicopters NA.

MALSR

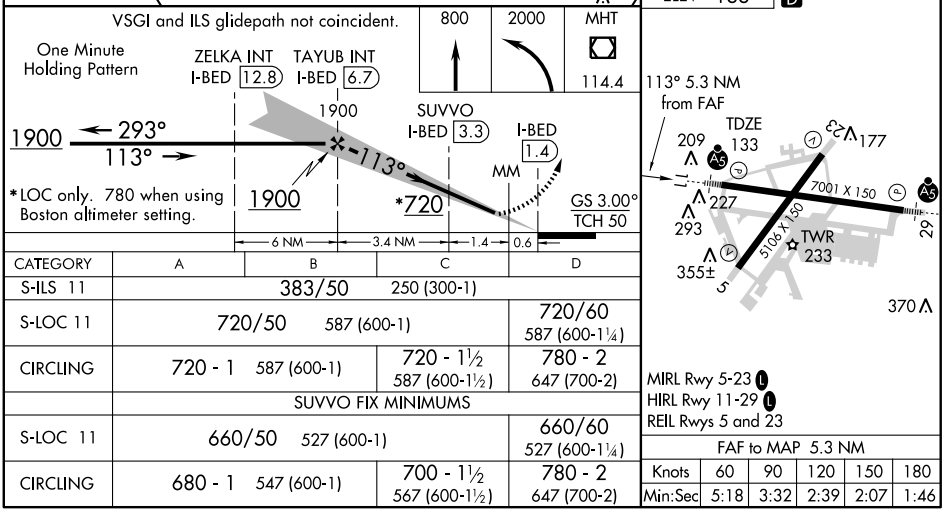
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



ELEV 133 D

VSGI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 11	383/50 250 (300-1)			
S-LOC 11	720/50 587 (600-1)			720/60 587 (600-1¼)
CIRCLING	720 - 1 587 (600-1)		720 - 1½ 587 (600-1½)	780 - 2 647 (700-2)
	SUVVO FIX MINIMUMS			
S-LOC 11	660/50 527 (600-1)			660/60 527 (600-1¼)
CIRCLING	680 - 1 547 (600-1)		700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ULJ	APP CRS	Rwy ldg	7001
111.15	293°	TDZE	128
Chan 48(Y)		Apt Elev	133

ILS or LOC RWY 29

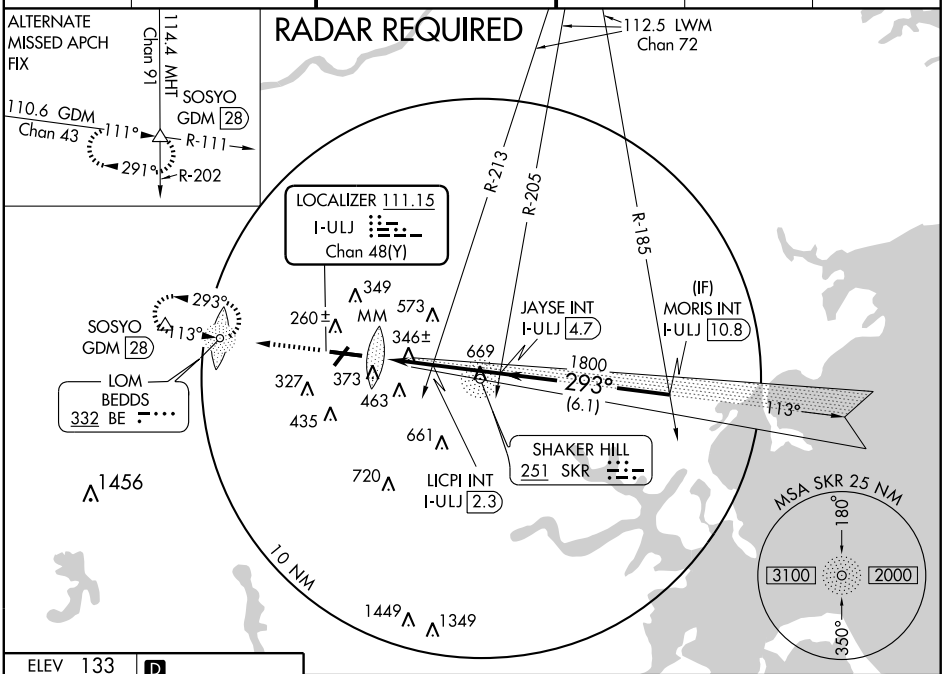
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

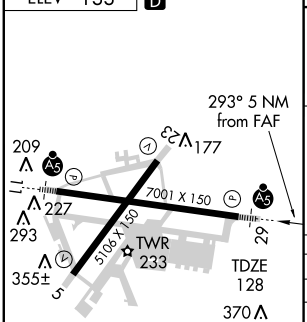
ADF required. VDP NA when using Boston altimeter setting. If local altimeter setting not received, use Boston altimeter setting and increase all DAs to 377 feet and all MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

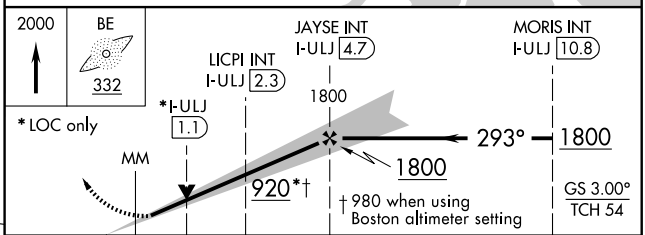
ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95





MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	328-½ 200 (200-½)			
S-LOC 29	920-½ 792 (800-½)	920-¾ 792 (800-¾)	920-1¾ 792 (800-1¾)	920-2 792 (800-2)
CIRCLING	920-1 787 (800-1)	920-1¼ 787 (800-1¼)	920-2¼ 787 (800-2¼)	920-2½ 787 (800-2½)
LICPI FIX MINIMUMS				
S-LOC 29	600-½ 472 (500-½)		600-¾ 472 (500-¾)	600-1 472 (500-1)
CIRCLING	680-1 547 (600-1)		700-1½ 567 (700-1½)	780-2 647 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

NDB SKR	APP CRS	Rwy ldg	7001
251	297°	TDZE	128
		Apt Elev	133

NDB RWY 29

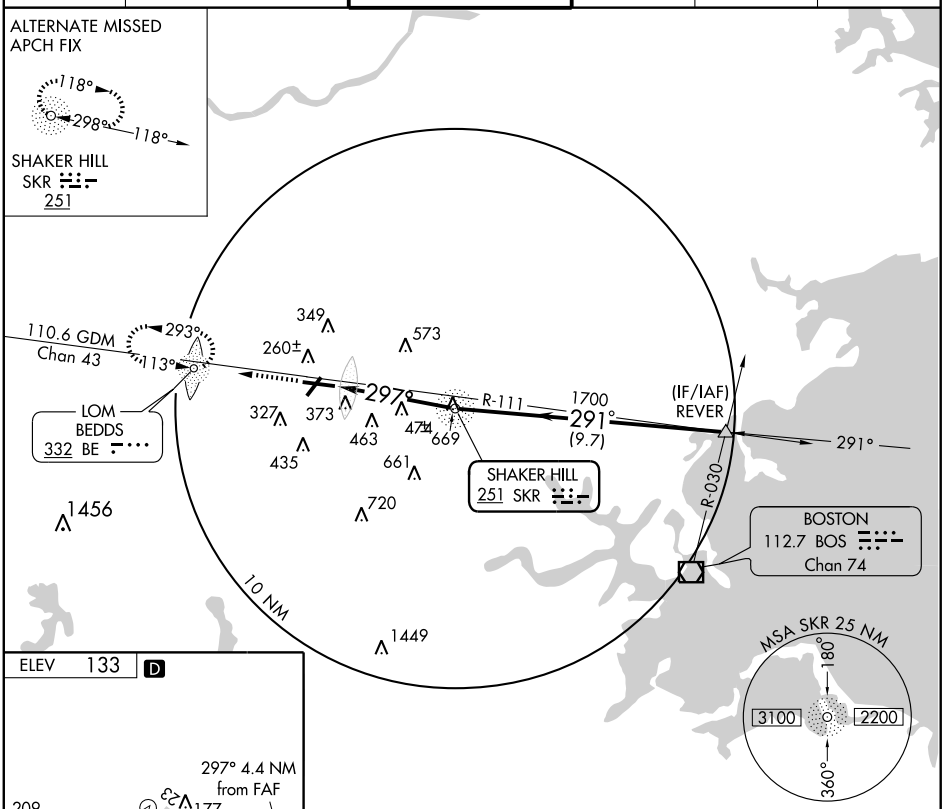
BEDFORD/ LAURENCE G. HANSCOM FIELD (BED)

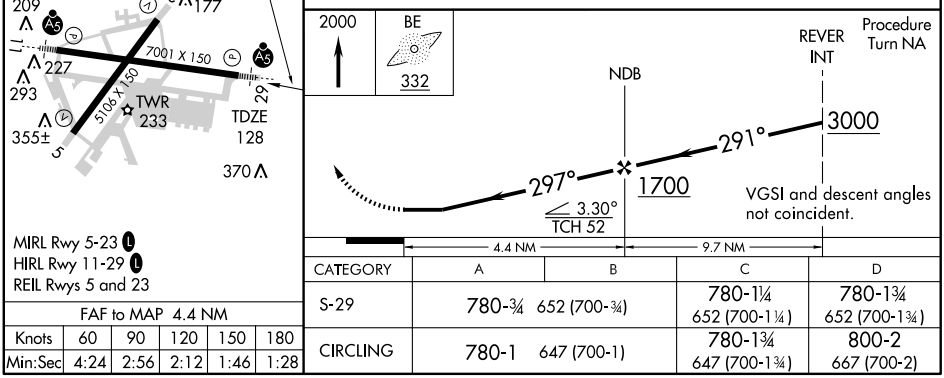
NA — When local altimeter setting not received, use Boston altimeter setting and increase all MDA 60 feet; increase S-29 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95





MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-29	780-¾ 652 (700-¾)		780-1¼ 652 (700-1¼)	780-1¾ 652 (700-1¾)
CIRCLING	780-1 647 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 87000 W11A	APP CRS 113°	Rwy ldg 7001 TDZE 133 Apt Elev 133

RNAV (GPS) RWY 11

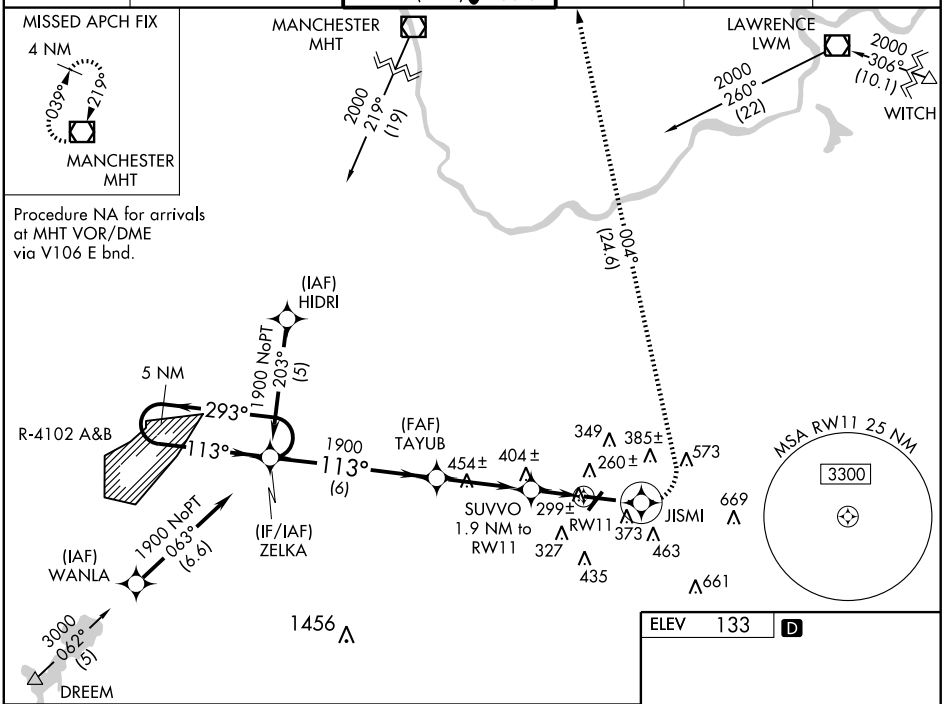
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

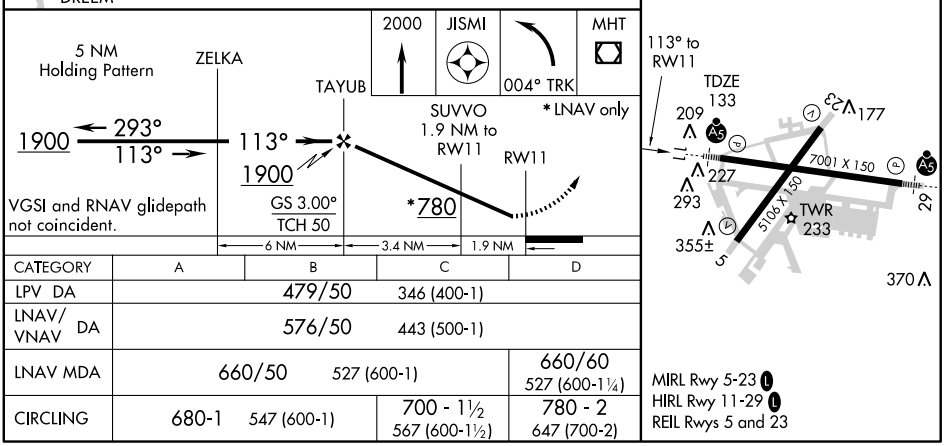
If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Boston altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct JISMI and left turn via 004° track to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	479/50 346 (400-1)			
LNAV/VNAV DA	576/50 443 (500-1)			
LNAV MDA	660/50 527 (600-1)			660/60 527 (600-1¼)
CIRCLING	680-1 547 (600-1)		700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5106
233°	TDZE	129
	Apt Elev	133

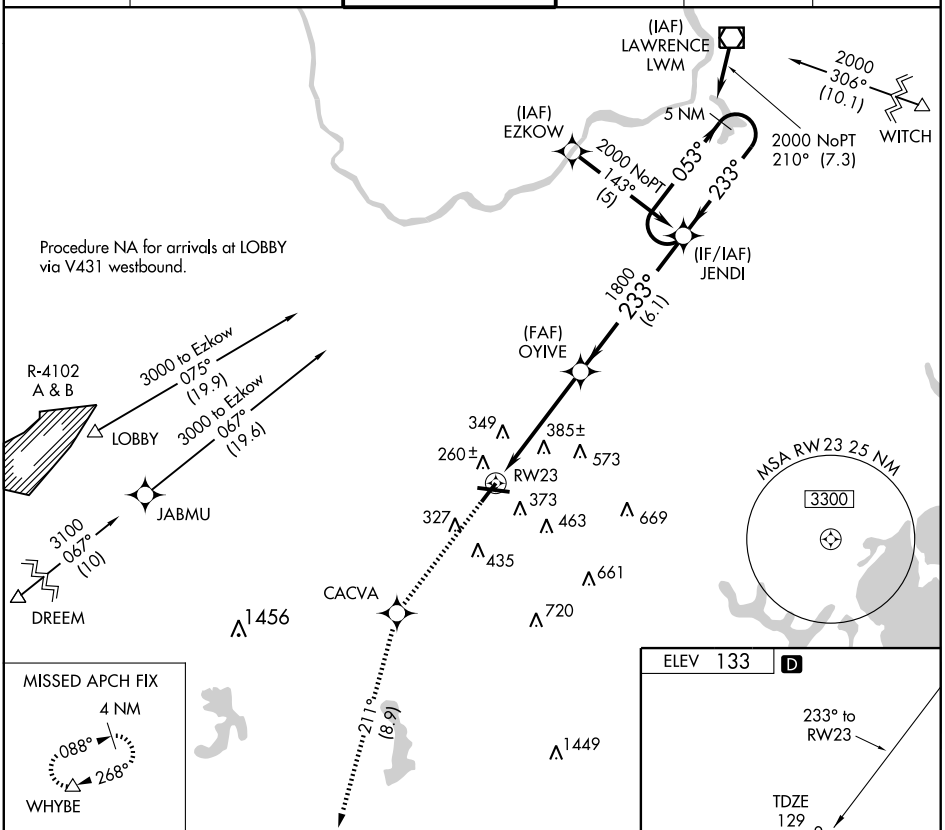
RNAV (GPS) RWY 23

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Boston altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CACVA and via 211° track to WHYBE and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



CATEGORY	A	B	C	D
LNAV MDA	640-1	511 (600-1)	640-1½	511 (600-1½)
CIRCLING	680-1	547 (600-1)	700-1½ 567 (600-1½)	780-2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

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NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86612 W29A	APP CRS 293°	Rwy ldg 7001 TDZE 128 Apt Elev 133

RNAV (GPS) RWY 29

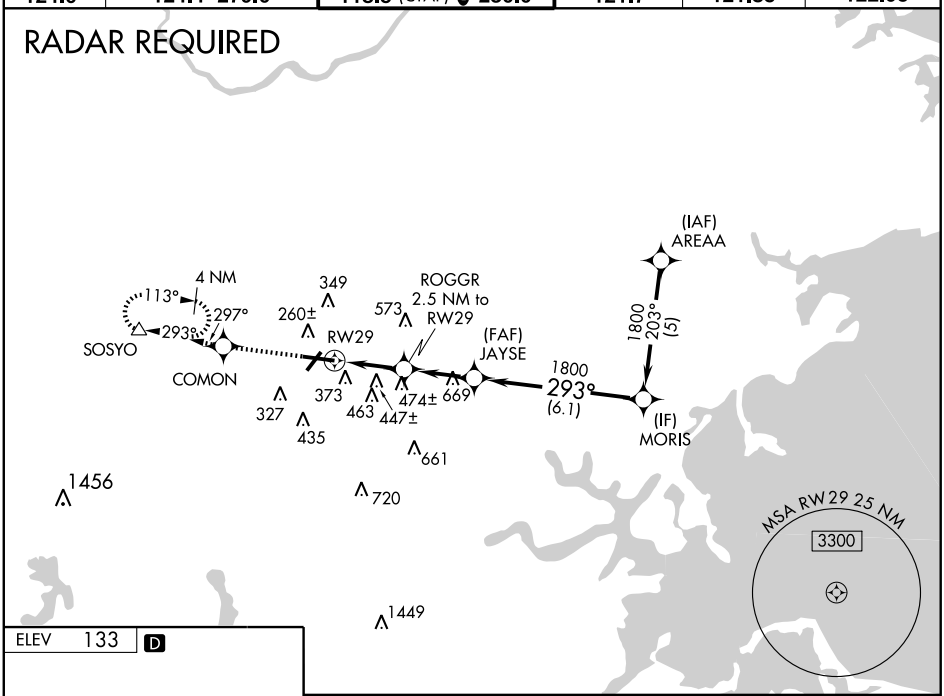
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

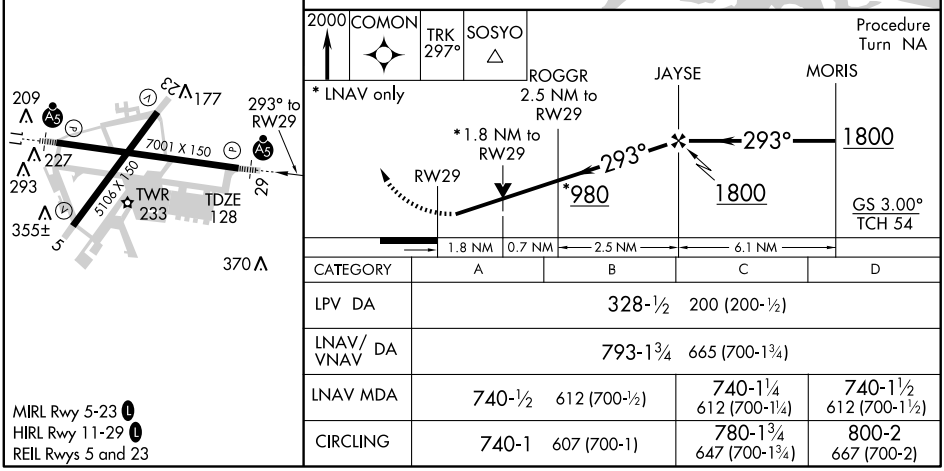
Baro-VNAV NA when using Boston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boston altimeter setting and increase all DA 48 ft and all MDA 60 ft; increase LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibilities ¼ mile. VDP NA when using Boston altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct COMON and via 297° track to SOSYO and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	328-½ 200 (200-½)			
LNAV/VNAV DA	793-1¾ 665 (700-1¾)			
LNAV MDA	740-½ 612 (700-½)		740-1¼ 612 (700-1¼)	740-1½ 612 (700-1½)
CIRCLING	740-1 607 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
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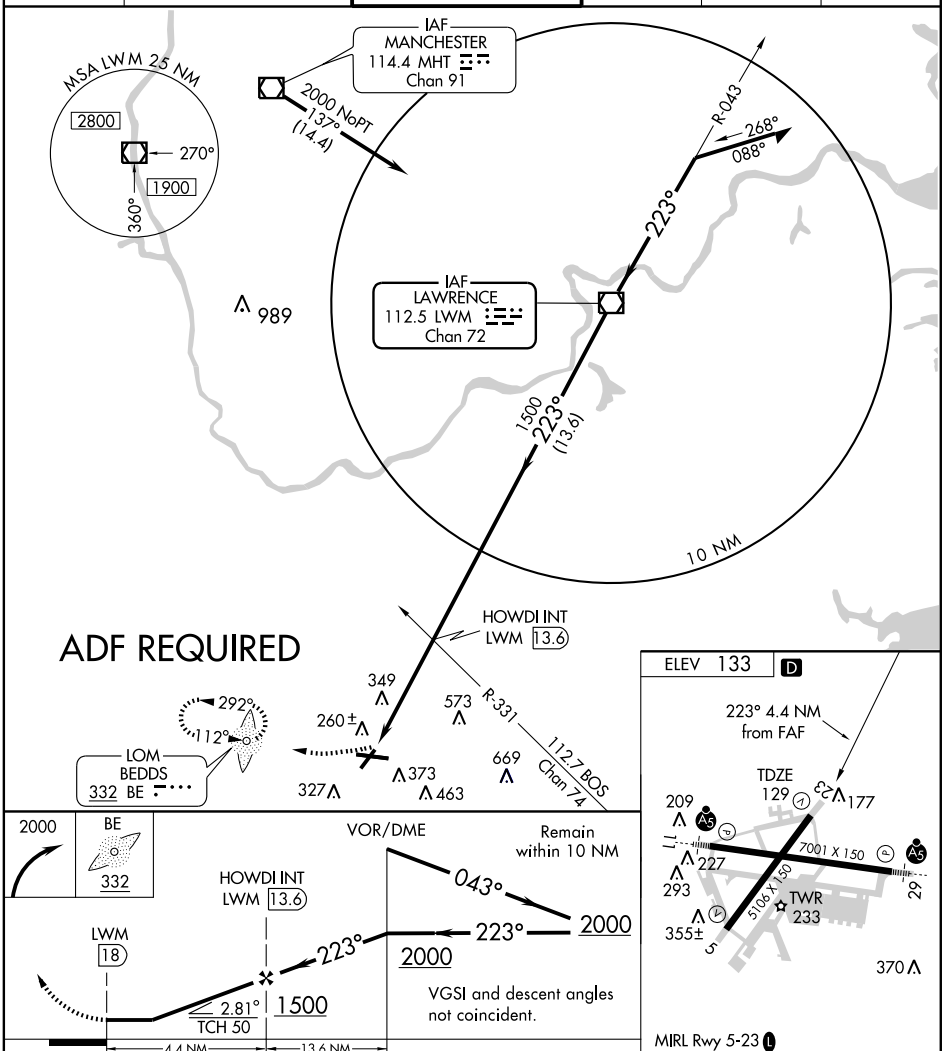
VOR/DME LWM 112.5 Chan 72	APP CRS 223°	Rwy ldg 5106 TDZE 129 Apt Elev 133

VOR RWY 23

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

MISSED APPROACH: Climbing right turn to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER*	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



CATEGORY	A	B	C	D
S-23	680-1 551 (600-1)		680-1½ 551 (600-1½)	680-1¾ 551 (600-1¾)
CIRCLING	700-1 567 (600-1)	720-1 587 (600-1)	720-1½ 587 (600-1½)	780-2 647 (700-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

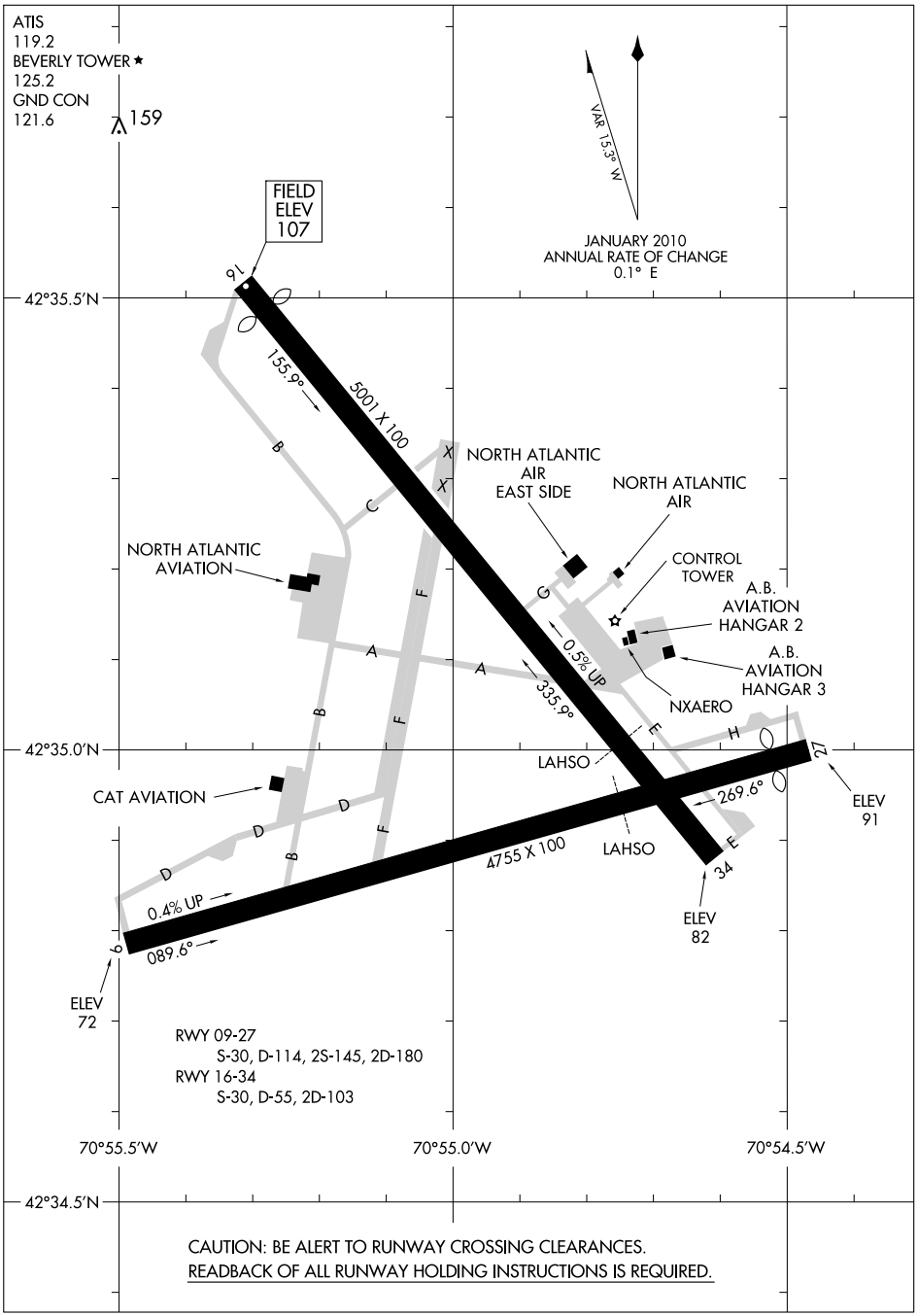
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

BEVERLY MUNI (BVY) 3 NW UTC−5(−4DT) N42°35.05′ W70°54.97′ **NEW YORK COPTER H–11D, 12K, L–33D IAP, AD**

107 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA NOTAM FILE BVY

RWY 16–34: H5001X100 (ASPH) S–30, D–55, 2D–103

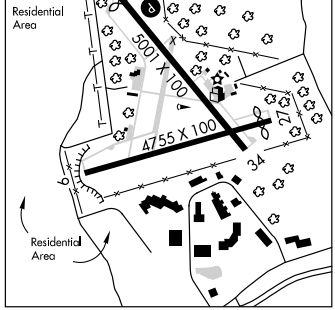
MIRL 0.5% up NW

RWY 16: MALS. PAPI(P4L)—GA 3.5° TCH 40′. Thld dsplcd 239′. Trees.

RWY 34: REIL.

RWY 09–27: H4755X100 (ASPH–GRVD) S–30, D–114, 2S–145, 2D–180 MIRL 0.4% up E

RWY 09: Tree. **RWY 27:** Thld dsplcd 250′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	16–34	3450
RWY 16	09–27	4000

AIRPORT REMARKS: Attended 1200Z‡–dusk. Fuel svc 1100–0300Z‡, after hours by prior req only on 978–774–2070. Birds frequently on and invof arpt; occasional deer or coyote on rwy. Rwy safety areas have drop offs and/or rough terrain. East ramp sfc rough with loose stones. Twy A east 800′ clsd indef. Noise sensitive arpt. Voluntary compliance requested of all acft exceeding 75 DB to not land/depart arpt 0400–1200Z‡. Noise abatement procedures in effect ctc arpt manager 978–921–6072. All arrival/departure acft follow manufacturers recommended procedures for quiet ops and minimum noise. Noise sensitive area off end of Rwy 09 and south of Rwy 09. No tiedown ropes on public transient parking. Transient acft must use anti–theft device when acft unattended. Parking–west side transient at North Atlantic Air. East side transient parking for small acft located on north end of East Ramp, larger acft by south end of East Ramp. Rwy 16 NSTD MALS—800′. ACTIVATE MIRL Rwy 09–27 and Rwy 16–34; MALS Rwy 16 and REIL Rwy 34—CTAF; when twr clsd ACTIVATE PAPI Rwy 16—CTAF. Overnight parking fee. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (978) 921–5042. LAWRS.

COMMUNICATIONS: CTAF 125.2 **ATIS** 119.2 **UNICOM** 122.95

Ⓡ **BOSTON APP/DEP CON** 124.4

TOWER 125.2 (15 May–31 Oct 1200–0200Z‡; 1 Nov–14 May 1200–0100Z‡) **GND CON** 121.6

AIRSPACE: CLASS D svc 15 May–31 Oct 1200–0200Z‡, 1 Nov–14 May 1200–0100Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BVY.

LAWRENCE (L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 155° 12.3 NM to fld. 302/15W.

TOPSFIELD NDB (MHW) 269 TOF N42°37.16′ W70°57.41′ 156° 2.8 NM to fld. Unmonitored.

ILS/DME 110.5 I–BVY Chan 42 Rwy 16. LOC only.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower. Between 0300–1200Z‡ close flight plan with Boston twr—121.6.

BOGEY N41°42.97′ W70°12.18′ NOTAM FILE HYA.

NDB (LOM) 342 HY 246° 4.5 NM to Barnstable Muni–Boardman/Polando Fld. Unmonitored when twr clsd.

BOSTON N42°21.45′ W70°59.37′ NOTAM FILE BOS. **NEW YORK COPTER H–11D, 12K, L–33D, 34J**

(H) VOR/DME 112.7 BOS Chan 74 at General Edward Lawrence Logan Intl. 20/16W.

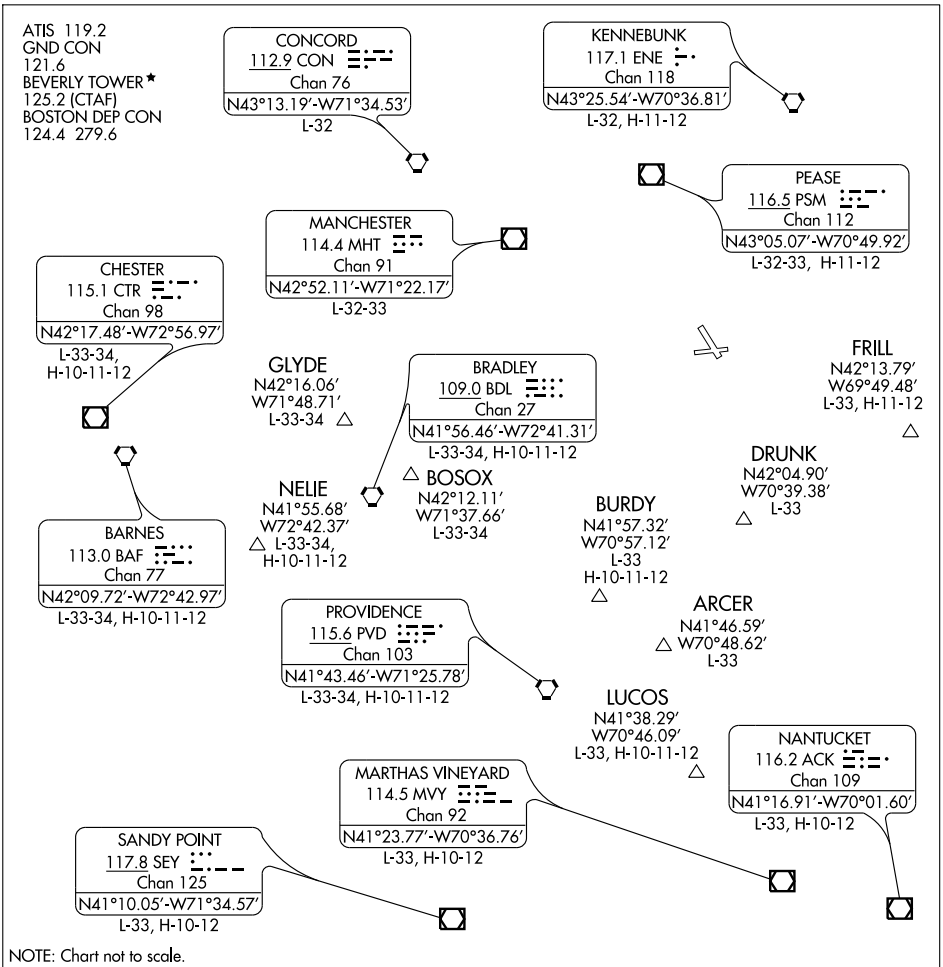
VOR portion unusable:

277°–024° byd 25 NM blo 3000′

DME unusable 277°–024° byd 35 NM blo 2500′

BEVERLY SIX DEPARTURE

AL-5039 (FAA)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

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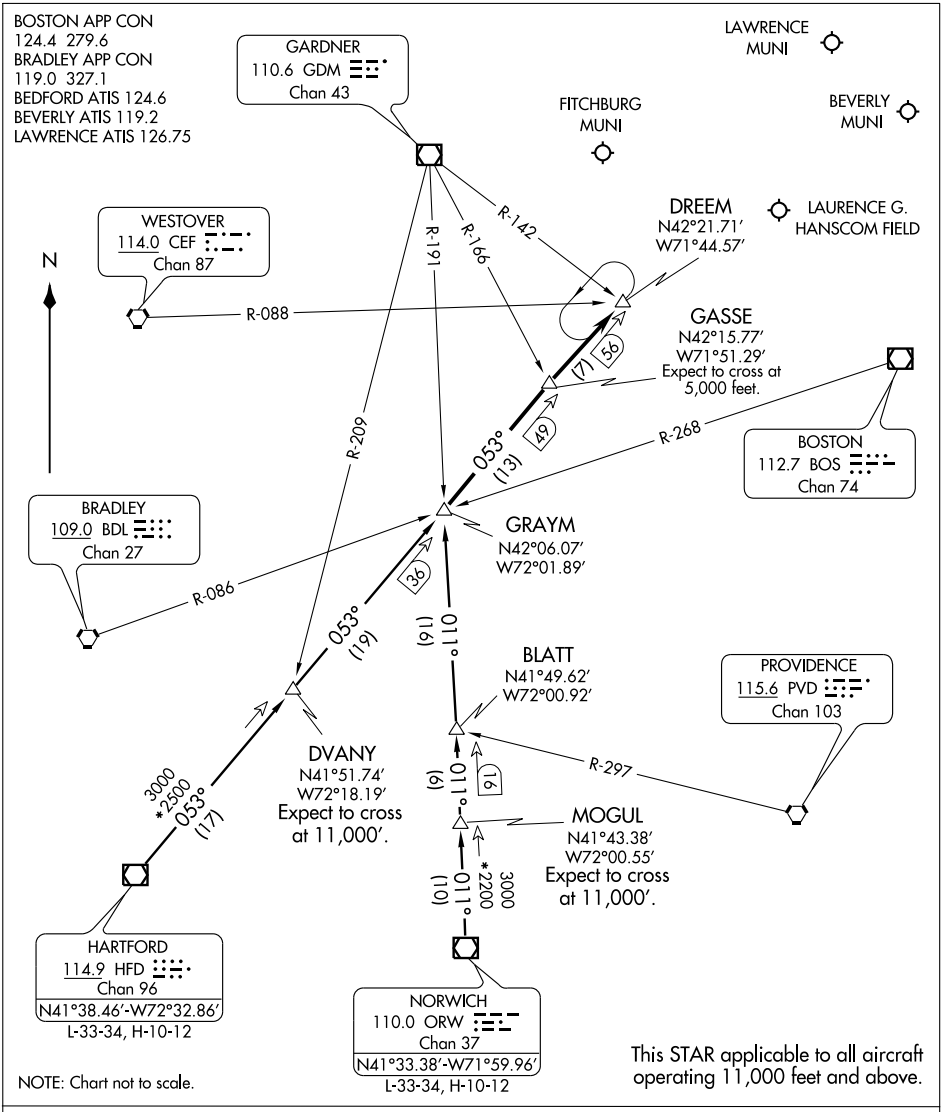
NE-1, 21 OCT 2010 to 18 NOV 2010

BEVERLY SIX DEPARTURE
(BVY6.BVY) 08213
BEVERLY, MASSACHUSETTS
BEVERLY MUNI (BVY)

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

LOC RWY 16
BEVERLY MUNI (BVY)

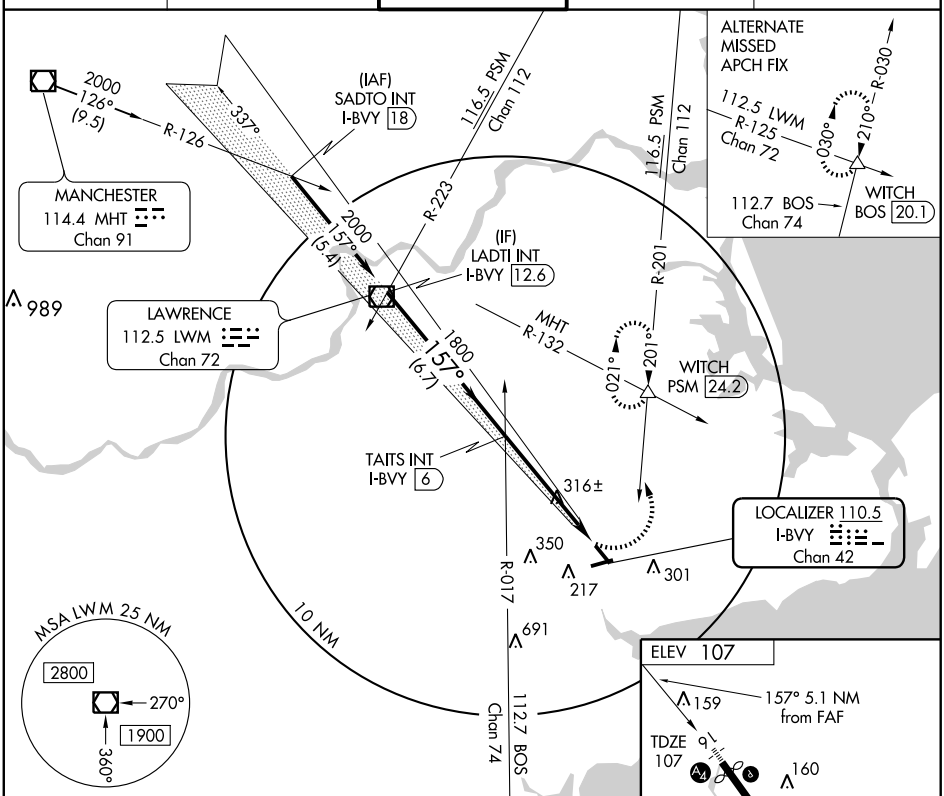
LOC/DME I-BVY	APP CRS	Rwy ldg	4762
110.5	157°	TDZE	107
Chan 42		Apt Elev	107

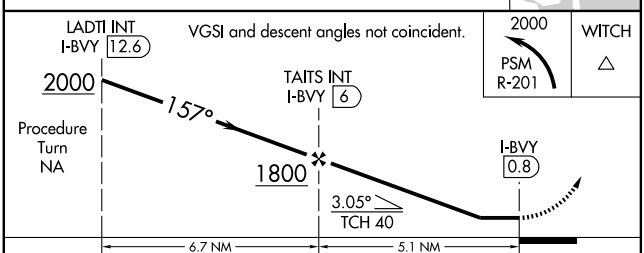
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence Muni altimeter setting and increase all MDA 40 feet and increase S-16 Cat C and D visibility ¼ mile.

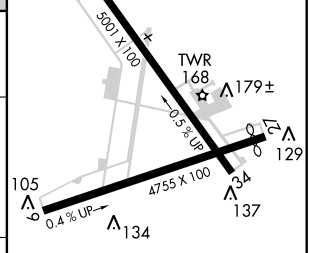
MALS

MISSED APPROACH: Climbing left turn to 2000 via PSM VOR/DME R-201 to WITCH INT/PSM 24.2 DME and hold, continue climb-in-hold to 2000.

ATIS	BOSTON APP CON	BEVERLY TOWER ★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

CATEGORY	A	B	C	D
S-16	580-1 473 (500-1)		580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	620-1 513 (600-1)		620-1½ 513 (600-1½)	700-2 593 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4762
157°	TDZE	107
	Apt Elev	107

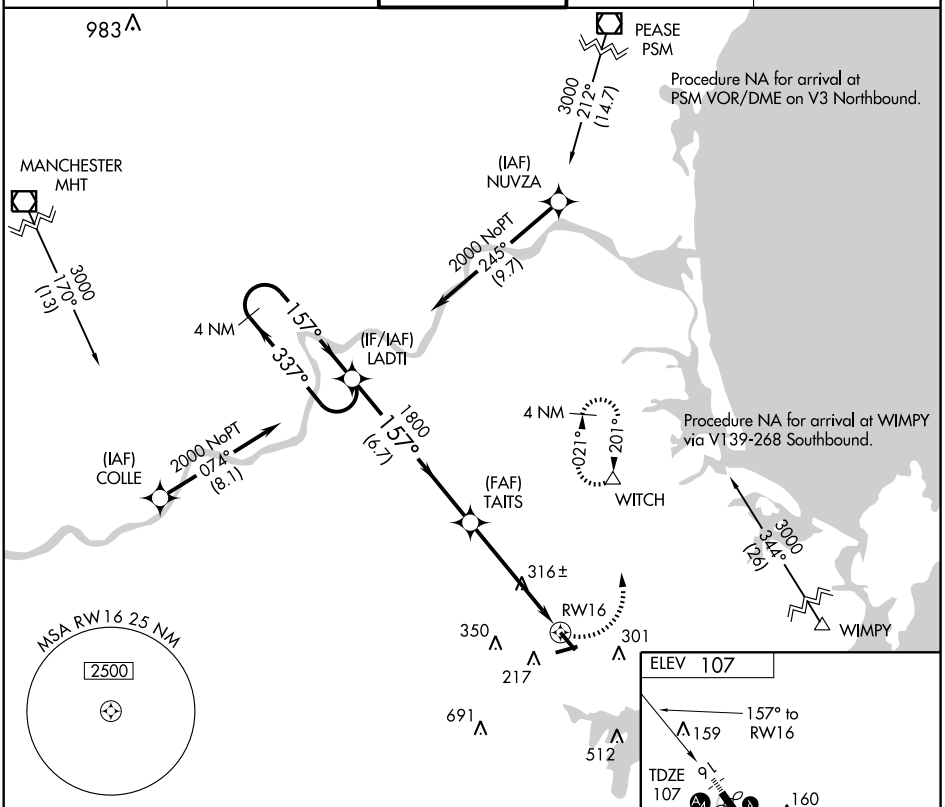
RNAV (GPS) RWY 16
BEVERLY MUNI (BVY)

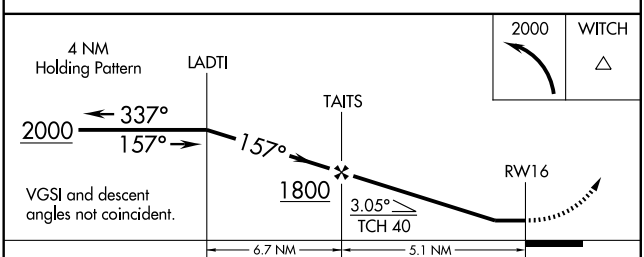
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

MALS

MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER*	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LNAV MDA	580-1 473 (500-1)		580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	600-1 493 (500-1)		620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

NE-1, 21 OCT 2010 to 18 NOV 2010

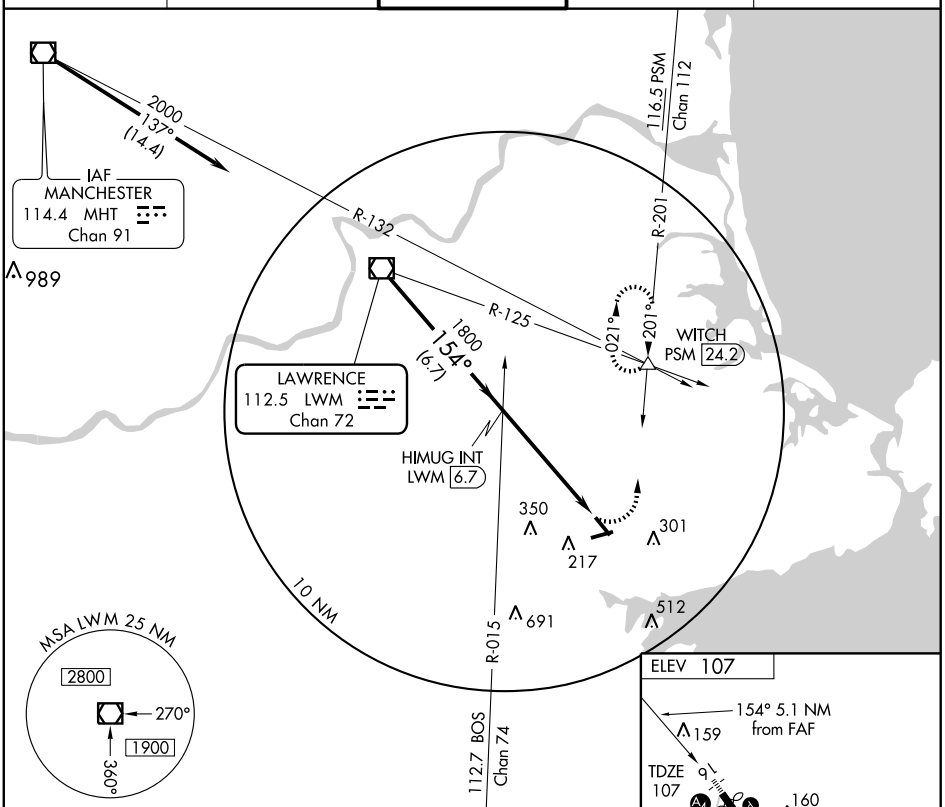
NE-1, 21 OCT 2010 to 18 NOV 2010

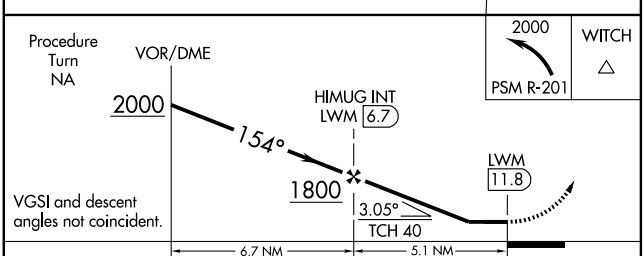
VOR/DME LWM 112.5 Chan 72	APP CRS 154°	Rwy ldg 4762 TDZE 107 Apt Elev 107

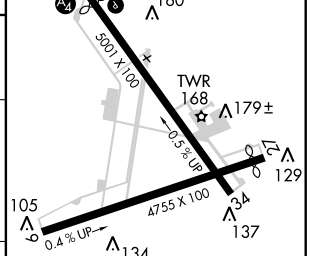
VOR RWY 16
BEVERLY MUNI (BVY)

Inoperative table does not apply.	MALS	MISSED APPROACH: Climbing left turn to 2000 via PSM R-201 to WITCH INT/24.2 DME and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER*	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







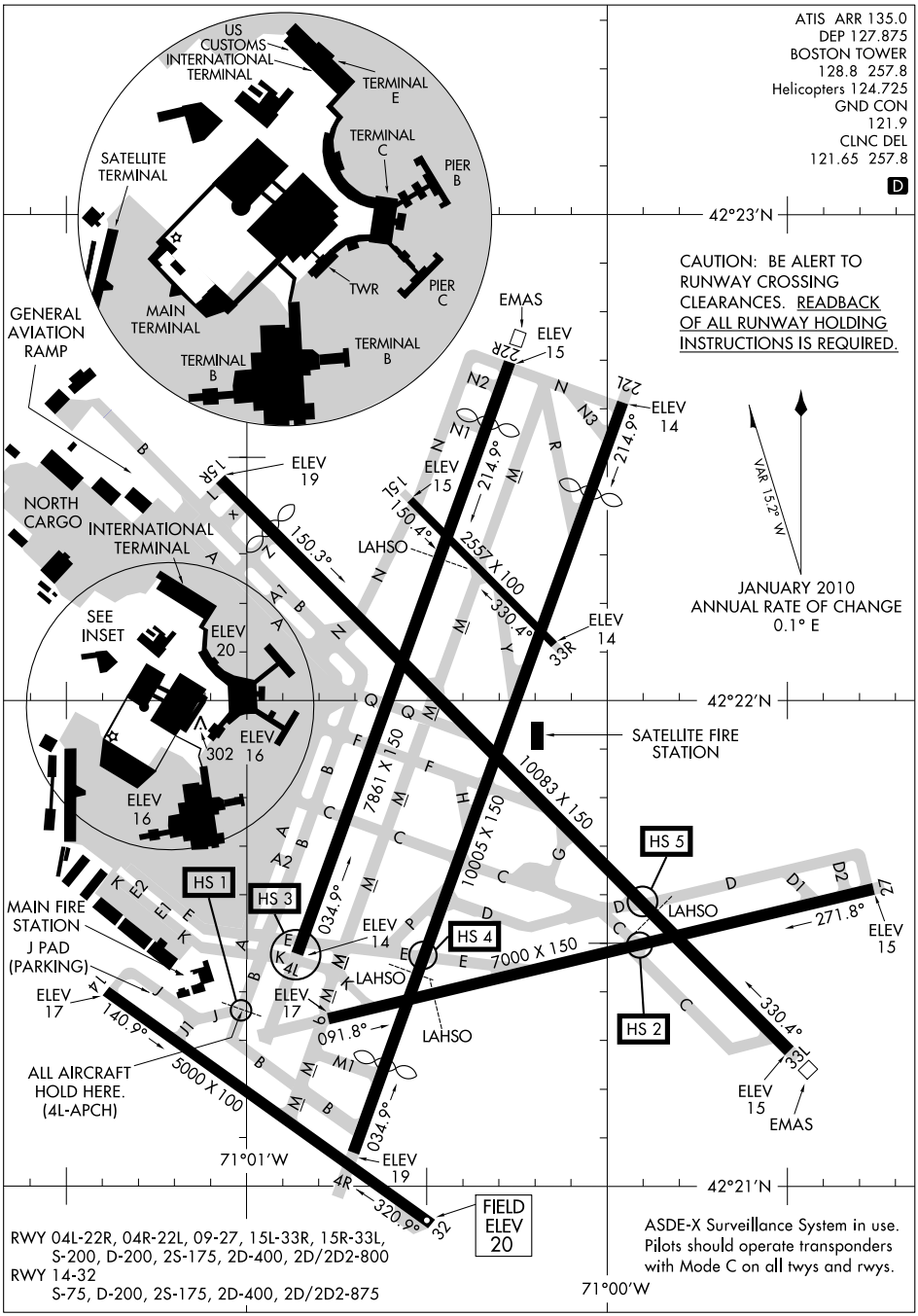
REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

CATEGORY	A	B	C	D
S-16	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	720-2 613 (700-2)
CIRCLING	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	740-2 633 (700-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

BOSTON

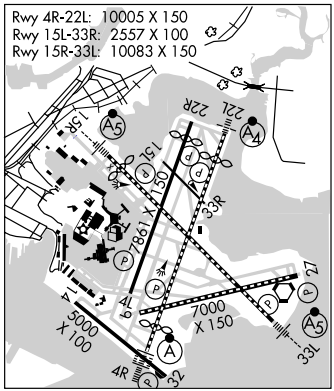
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) 1 E UTC−5(−4DT)

N42°21.78′ W71°00.39′

20 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E

NOTAM FILE BOS

NEW YORK
COPTER
H–10J, 11D, 12K, L–33D, 34J
IAP, AD



RWY 15R–33L: H10083X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL
RWY 15R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 60′. Thld dsplcd 880′. Trees.
RWY 33L: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 57′. Boat.

RWY 04R–22L: H10005X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL
RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 67′.Thld dsplcd 1154′. Boat.
RWY 22L: MALSF. PAPI(P4R)—GA 3.0° TCH 55′. Thld dsplcd 1199′. Boat.

RWY 04L–22R: H7861X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL
RWY 04L: REIL. PAPI(P4L)—GA 3.0°TCH 50′. Boat.
RWY 22R: PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 815′. Boat.

RWY 09–27: H7000X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 HIRL CL
RWY 09: Boat.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 71′. Boat.

RWY 14–32: H5000X100 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400, 2D/2D2–875 HIRL
RWY 14: Bldg. **RWY 32:** REIL. PAPI (P4L)—GA 3.0° TCH 45′.

RWY 15L–33R: H2557X100 (ASPH) S–200, D–200, 2S–175, 2D–400, 2D/2D2–800 MIRL

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04L	15L–33R	5250
RWY 15R	09–27	6800
RWY 22L	09–27	6400
RWY 27	04R–22L	5650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA–7861	TODA–7861	ASDA–7861	LDA–7861
RWY 04R:	TORA–10005	TODA–10005	ASDA–10005	LDA–8851
RWY 09:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 14:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 15L:	TORA–2557	TODA–2557	ASDA–2557	LDA–2557
RWY 15R:	TORA–10083	TODA–10083	ASDA–10083	LDA–9203
RWY 22L:	TORA–10005	TODA–10005	ASDA–10005	LDA–8806
RWY 22R:	TORA–7861	TODA–7861	ASDA–7861	LDA–7046
RWY 27:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 32:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 33L:	TORA–10083	TODA–10083	ASDA–10083	LDA–10083
RWY 33R:	TORA–2557	TODA–2557	ASDA–2557	LDA–2557

ARRESTING GEAR/SYSTEM
RWY 04L: EMAS
RWY 15R: EMAS

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt up to and including 250′ MSL. Between 0500–1100Z‡ Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no takeoffs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non-tenant charter acft without prior Massport permission. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Terminal E; North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z‡. Touchdown and rollout rwy visual range Rwy 04L avbl. Touchdown and rollout rwy visual range Rwy 22R avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness and Continuous Power Facilities. NOTE: See Special Notices—Land and Hold Short Lights.

WEATHER DATA SOURCES: ASOS (617) 567–5762. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 135.0 **D–ATIS DEP** 127.875 (617) 567–0160 **UNICOM** 122.95

BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP CON** 127.2 (South) 120.6 (West) 118.25 (North) Ⓡ**BOSTON DEP CON** 133.0

BOSTON TOWER 128.8 (ARR/DEP Rwys 04L–22R, 15R–33L, 15L–33R, 14–32) 124.725 (Helicopters) 128.8 132.225 (ARR/DEP Rwys 04R–22L, 09–27) **GND CON** 121.9 121.75 **CLNC DEL** 121.65

PRE–TAXI CLNC 121.65 **GATE CON** 134.05

AIRSPACE: CLASS B See VFR Terminal Area chart

RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.

BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 20/16W.

LYNDY NDB (HW) 382 LQ N42°27.12′ W70°57.80′ 215° 5.7 NM to fld. Unusable 165°–035° byd 20 NM.

HULLZ NDB (LOM) 346 LI N42°18.19′ W70°55.31′ 330° 5.2 NM to fld.

MILTT NDB (LOM) 375 BO N42°16.43′ W71°02.95′ 036° 5.7 NM to fld.

ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE. LOM MILTT NDB.

ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. LOM LYNDY NDB.

ILS 110.7 I–LIP Rwy 33L. Class IIE. LOM HULLZ NDB. Loc unusable byd 33° left side of course.

ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class IE.

ILS/DME 110.7 I–MDC Chan 44 Rwy 15R.

COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS)

CAPE COD CGAS (See FALMOUTH)

CHATHAM MUNI (CQX) 2 NW UTC−5(−4DT) N41°41.30′ W69°59.38′

NEW YORK
L–33D
IAP

63 B S4 **FUEL** 100LL NOTAM FILE CQX

RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.4% up NE

RWY 06: Trees. **RWY 24:** Tank.

AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 06–24—122.95. Be aware of hi-speed military jet and heavy helicopter tfc in vicinity of Cape Cod CGAS. Birds primarily gulls frequently on or in vicinity of arpt. Recommended minimum altitude 2000 ft AGL from Northeast to Southeast of arpt over national seashore.

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

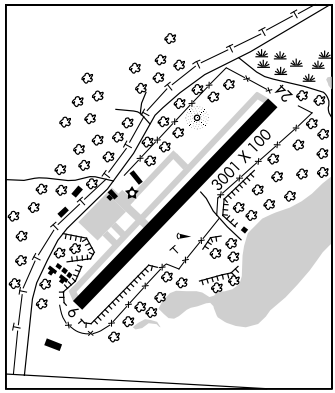
Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 127.3

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 190° 19.8 NM to fld. 151/16W. **HIWAS**

NAUSET NDB (MHW) 279 CQX N41°41.51′ W69°59.39′ at fld. NDB unusable 220°–280° byd 20 NM.



CHESTER N42°17.48′ W72°56.96′ NOTAM FILE BTV.

NEW YORK
H–10I, 11D, L–33C, 34J

(L) VOR/DME 115.1 CTR Chan 98 311° 17.3 NM to Pittsfield Muni. 1600/13W.

RCO 122.1R 115.1T (BURLINGTON RADIO)

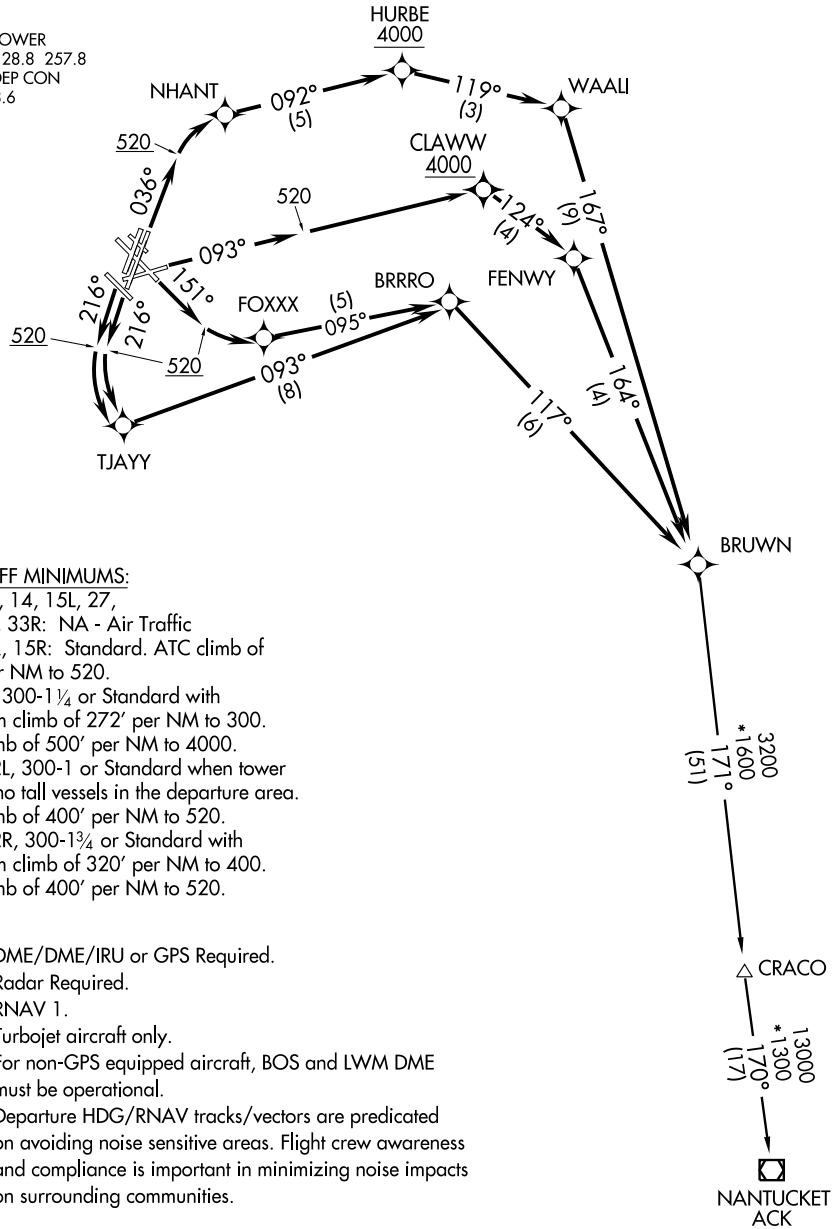
CRANLAND (See HANSON)

BRUWN ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
RWY 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
RWY 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
RWY 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
RWY 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
RWY 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to BRUWN. Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

NANTUCKET TRANSITION (BRUWN1.ACK):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 570′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134′ MSL.
RWY 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.
RWY 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.
RWY 22L: RIG 2,441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.
RWY 22R: RIG 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

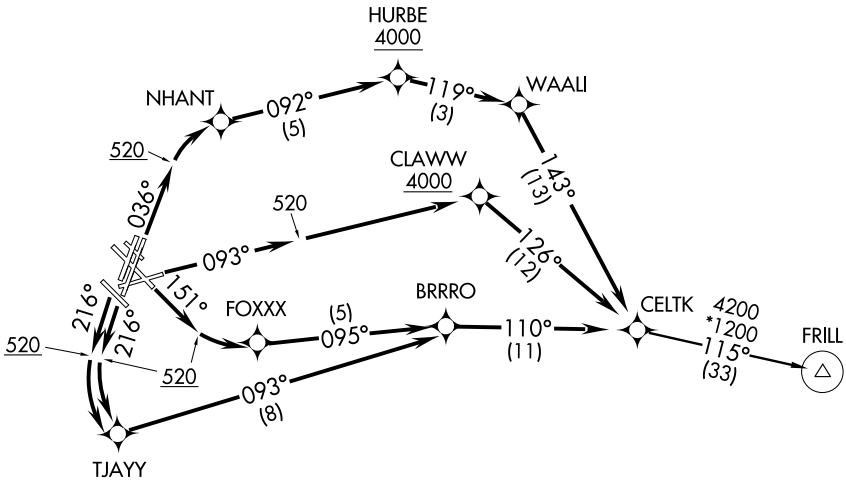
BRUWN ONE DEPARTURE (RNAV) BOSTON, MASSACHUSETTS
(BRUWN1.BRUWN) 09295 BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

CELTK ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure, For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwys 9, 15R, 22L, 22R, departure, For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard.
ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300.
ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400.
ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to CELTK. Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

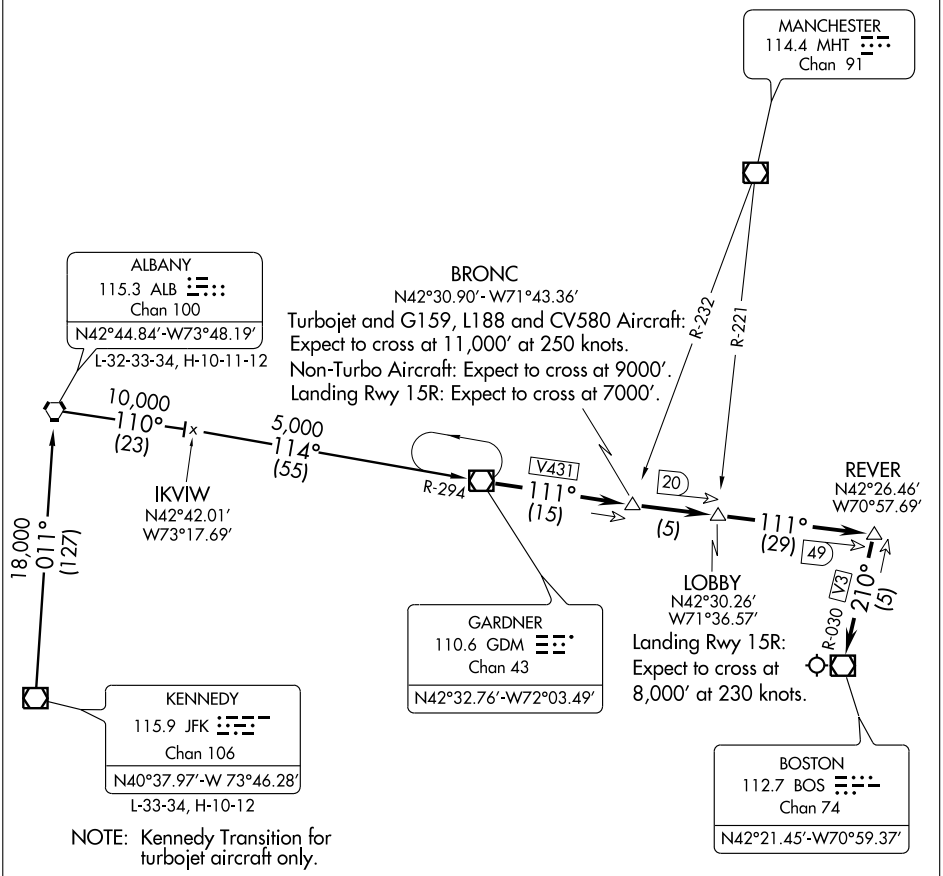
FRILL TRANSITION (CELTK1.FRILL):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 579′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.
RWY 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.
RWY 22L: RIG 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.
RWY 22R: RIG, 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

CELTK ONE DEPARTURE (RNAV) BOSTON, MASSACHUSETTS
(CELTK1.CELTK) 09295 BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON APP CON
120.6 263.1
ATIS ARR 135.0



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.GDM3): From over ALB VORTAC via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

KENNEDY TRANSITION (JFK.GDM3): From over JFK VOR/DME via JFK R-011 to ALB VORTAC, then via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

....From over GDM VOR/DME via GDM R-111 (V431) to BOS R-030 (V3) to BOS VOR/DME. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

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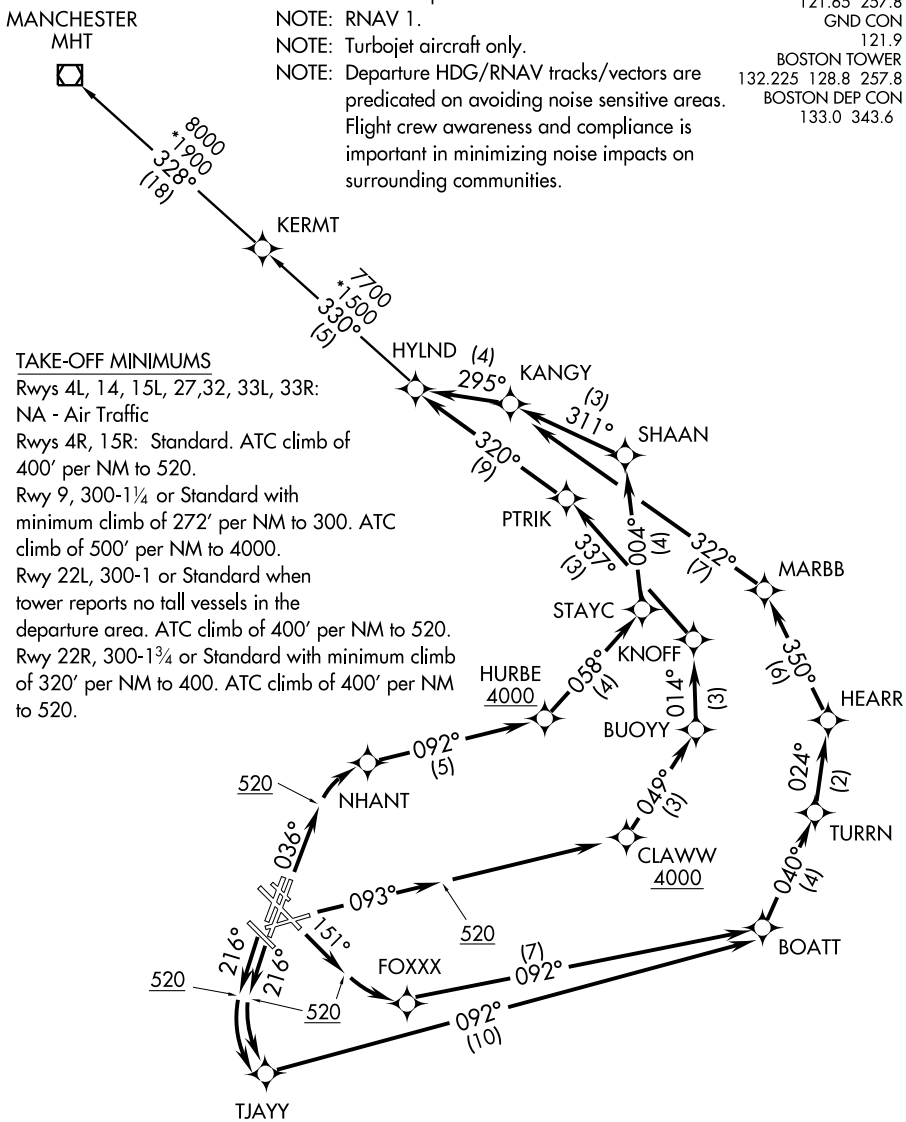
HYLND ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS

Rwys 4L, 14, 15L, 27,32, 33L, 33R:
NA - Air Traffic
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned atitude direct CLAWW, cross CLAWW at or above 4000 thence . . . .

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence . . . .

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to HYLND. Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

MANCHESTER TRANSITION (HYLND1.MHT):

TAKE-OFF OBSTACLES NOTES

Rwy 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 570′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134′ MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.

Rwy 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.

Rwy 22L: RIG 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.

Rwy 22R: RIG 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 4R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

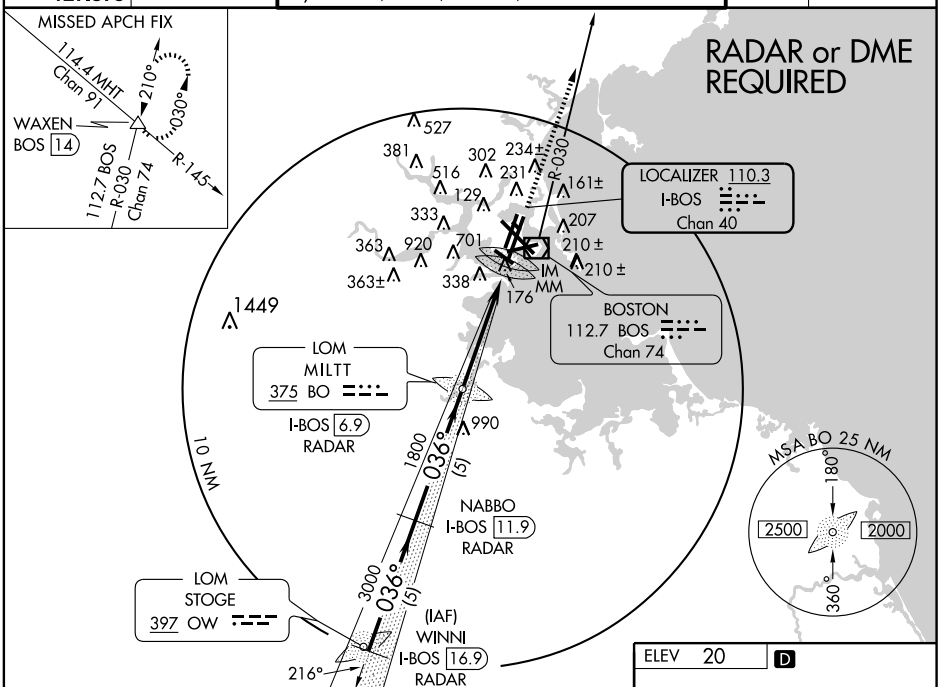
LOC/DME I-BOS	APP CRS	Rwy ldg	8851
110.3	036°	TDZE	18
Chan 40		Apt Elev	20

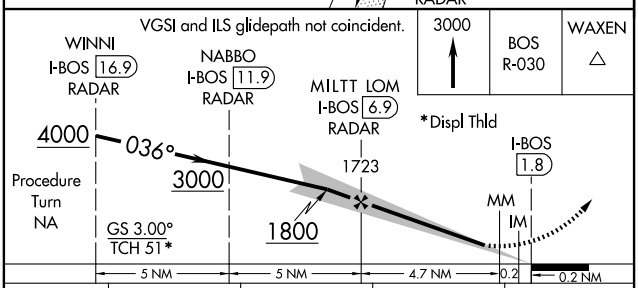
Circling to Rwy 14 NA. Circling NA for Cats C and D west of Rwys 4L and 15R.
** Inoperative table does not apply.

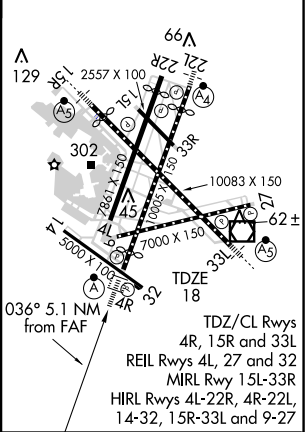
ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS		BOSTON APP CON		BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0		120.6	263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875				Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		







CATEGORY	A	B	C	D
S-ILS 4R	218/18 200 (200-½)			
S-LOC 4R	440/24 422 (500-½)		440/40 422 (500-¾)	
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)
APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA				
S-ILS 4R**	359/60 341 (400-1¼)			
S-LOC 4R**	440/60 422 (500-1¼)			

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LQN 110.3 Chan 40	APP CRS 216°	Rwy ldg 8806 TDZE 16 Apt Elev 20

ILS or LOC RWY 22L

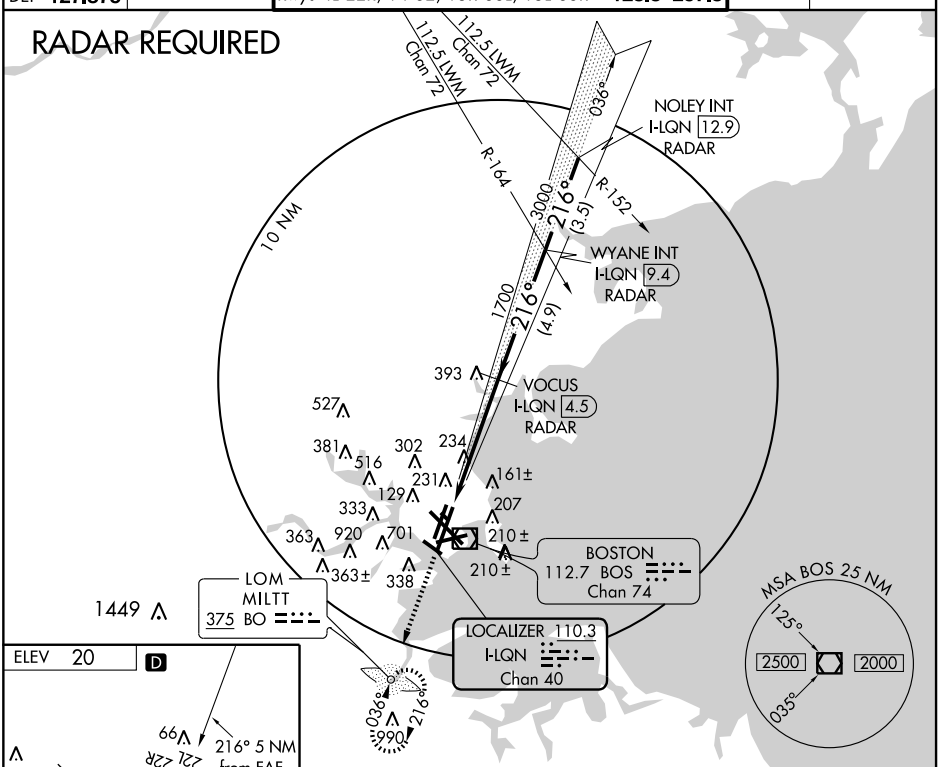
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

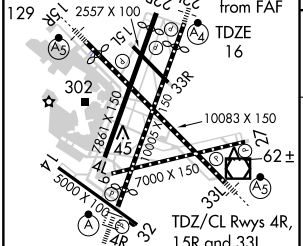
* DME or RADAR required for LOC minimums. ADF required. Cat C and D Circling NA west of Rwys 4L and 15R. Inoperative table does not apply to S-LOC 22L Cat C. Circling to Rwy 14 NA.

MALSF

MISSED APPROACH: Climb to 3000 direct MILTT LOM and hold.

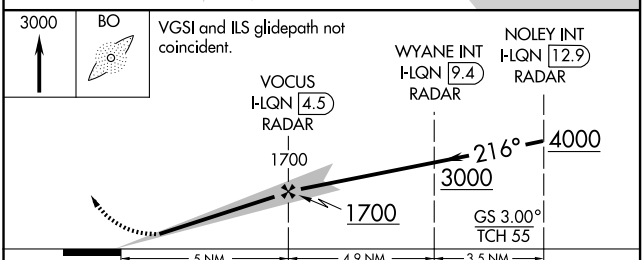
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8 Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8	121.9	121.65 257.8





REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 22L	216/40 200 (200-¾)			
S-LOC 22L*	620/40 604 (600-¾)		620-1¾ 604 (600-1¾)	620-2 604 (600-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700 -1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DGU	APP CRS	Rwy ldg 7000
111.3	273°	TDZE 17
Chan 50		Apt Elev 20

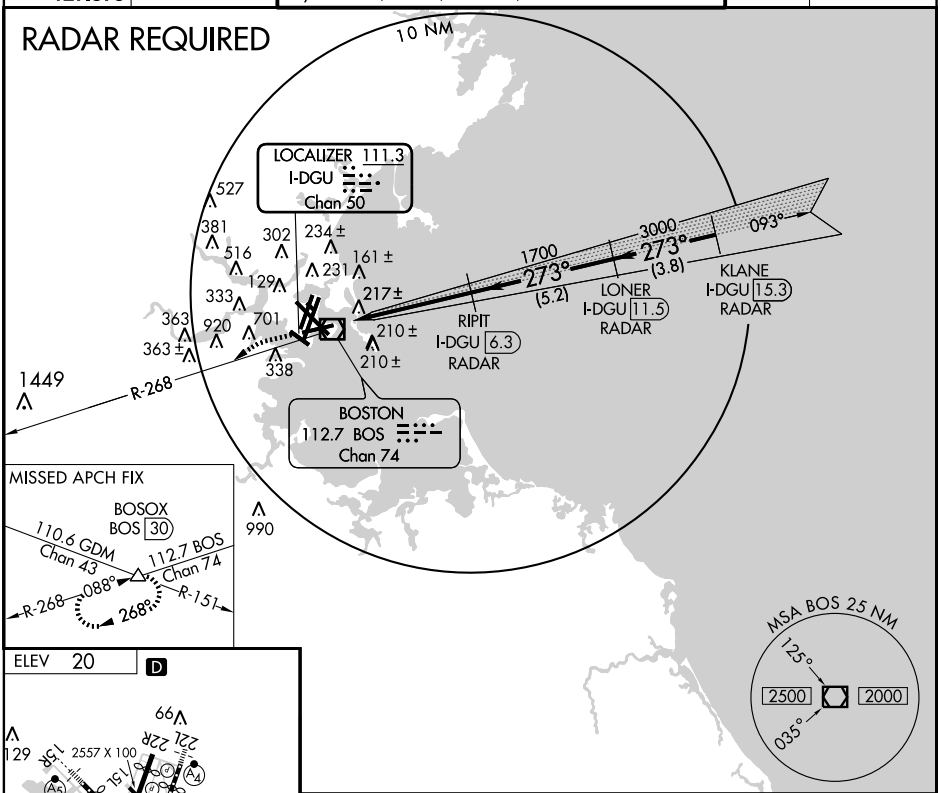
ILS or LOC RWY 27

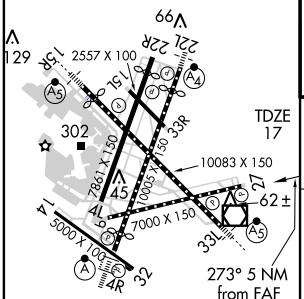
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

* Radar or DME REQUIRED.
Circling to Rwy 14 NA.
Circling NA for Cats C and D west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 via BOS VORTAC R-268 to BOSOX INT/BOS 30 DME and hold.

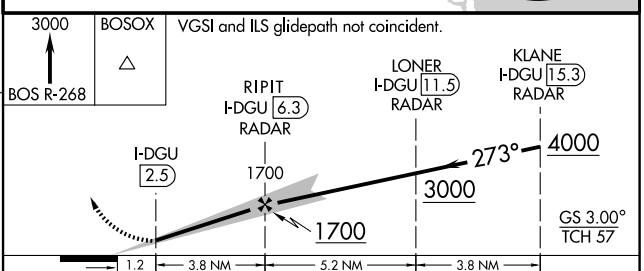
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 27	460-1½ 443 (500-1½)			
S-LOC 27 *	460-1½ 443 (500-1½)			
CIRCLING	940-1½ 920 (1000-1½)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LIP	APP CRS	Rwy ldg 10083
110.7	331°	TDZE 16
Chan 44		Apt Elev 20

ILS or LOC RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

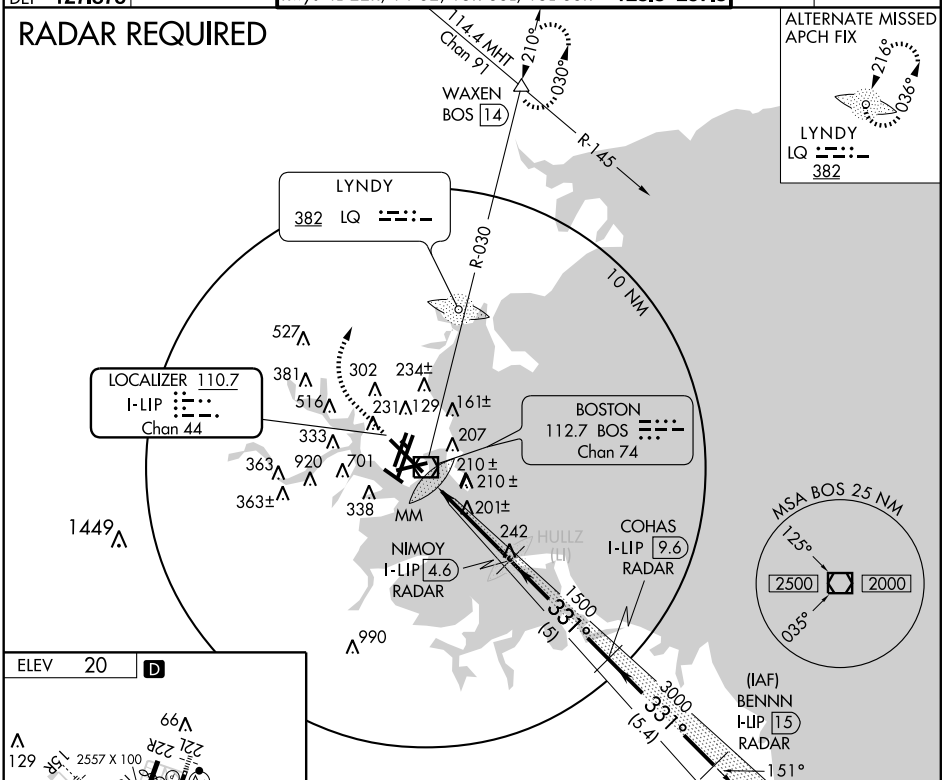
DME or Radar required. Circling NA for Cats C and D west of Rwys 4L and 15R. Circling to Rwy 14 NA.

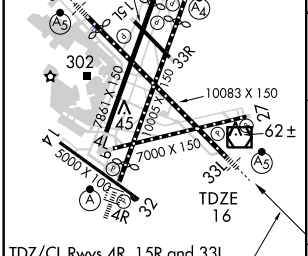
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED

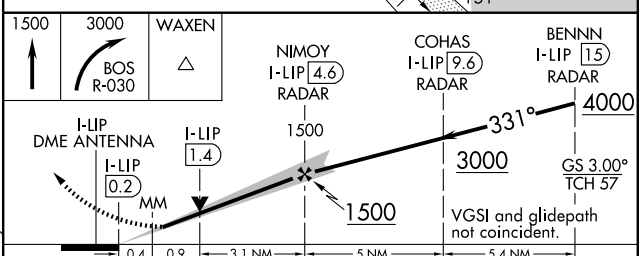




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

331° 4.4 NM from FAF

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 33L	216/18 200 (200-½)			
S-LOC 33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BOS	APP CRS	Rwy ldg 8851
110.3	036°	TDZE 18
Chan 40		Apt Elev 20

ILS RWY 4R (CAT II)

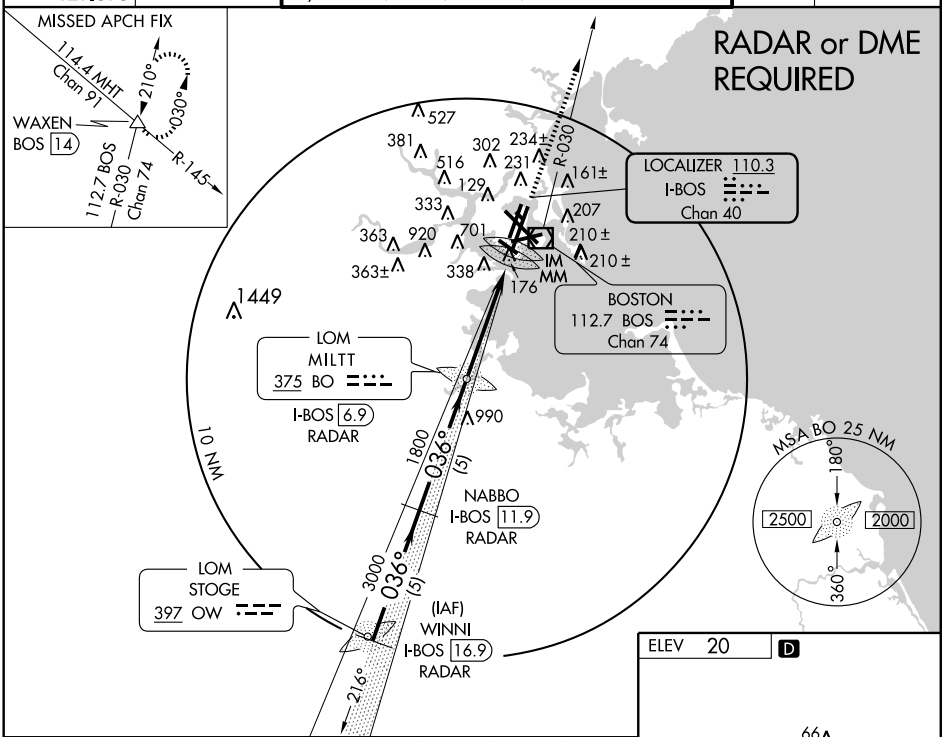
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

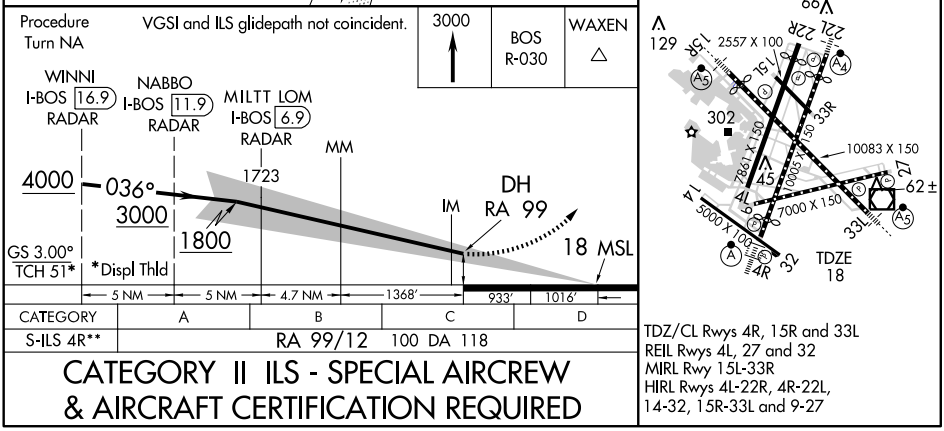
RVR 1000 authorized with specific OPSSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
** When control tower reports tall vessels in approach area, procedure NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BOS 110.3 Chan 40	APP CRS 036°	Rwy ldg 8851 TDZE 18 Apt Elev 20

ILS RWY 4R (CAT III)

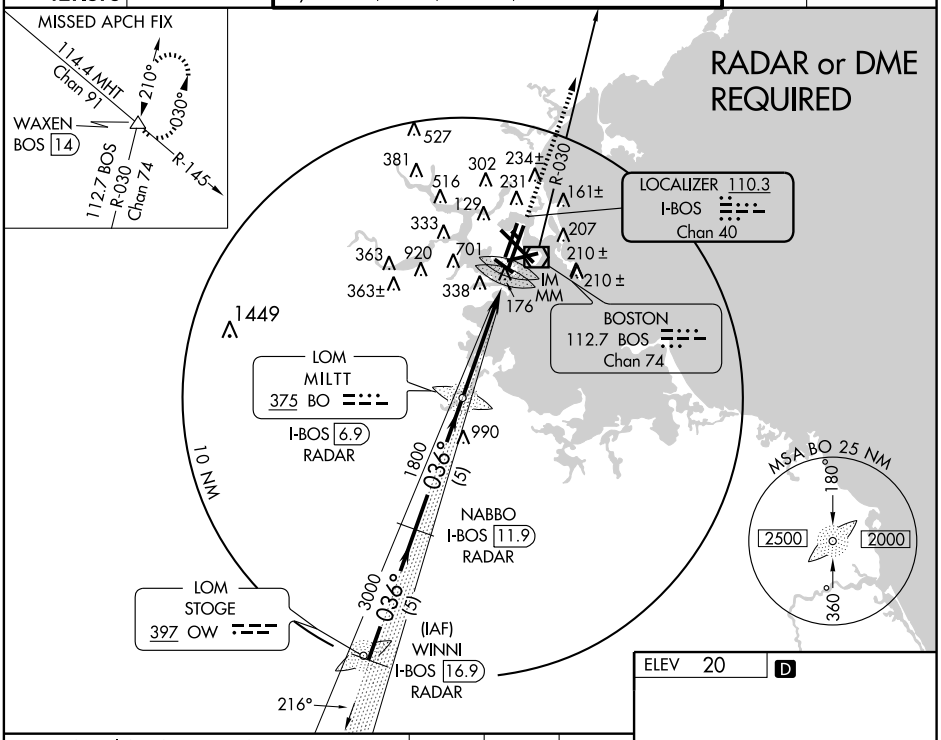
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

** When control tower reports tall vessels in approach area, procedure NA.

ALSF-2

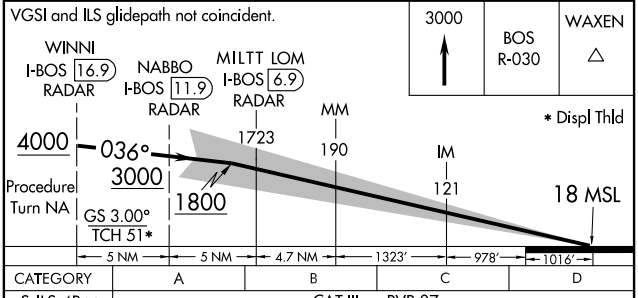
MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8 Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8	121.9	121.65 257.8



VGSI and ILS glidepath not coincident.

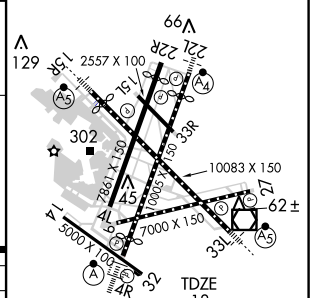
3000	BOS R-030	WAXEN



CATEGORY	A	B	C	D
S-ILS 4R**	CAT IIIa RVR 07			
S-ILS 4R**	CAT IIIb RVR 06			
S-ILS 4R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 20 D



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MDC	APP CRS	Rwy ldg 9201
110.7 Chan 44	150°	TDZE 17 Apt Elev 19

ILS RWY 15R

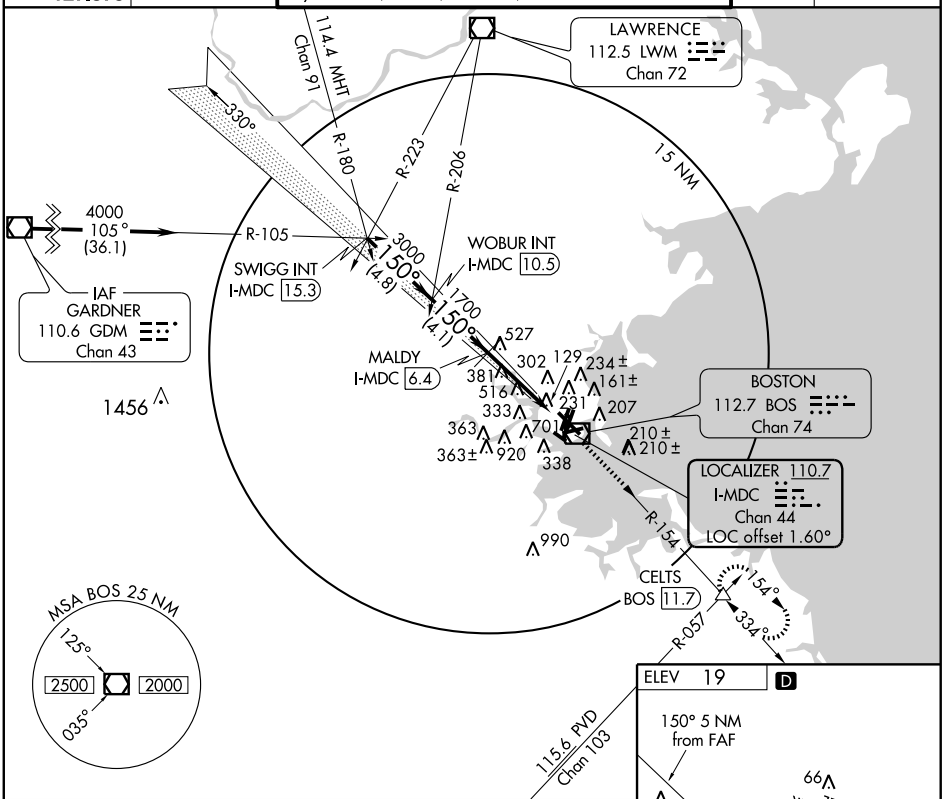
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

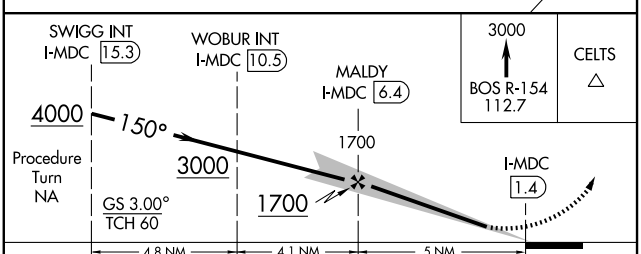
CAT C and D circling not authorized west of Rwys 4L and 15R
For inoperative MALSR, increase S-LOC 15R CATs A and B visibility to RVR 5000. DME REQUIRED.

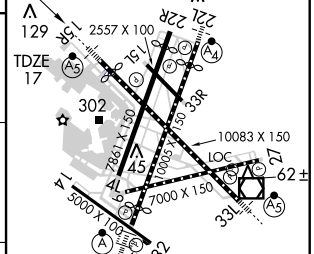
MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8; Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8	121.9	121.65 257.8







CATEGORY	A	B	C	D
S-ILS 15R	267/24 250 (300-½)			
S-LOC 15R	600/24 583 (600-½)		600/50 583 (600-1)	600/60 583 (600-1¼)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 33L (CAT II)

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

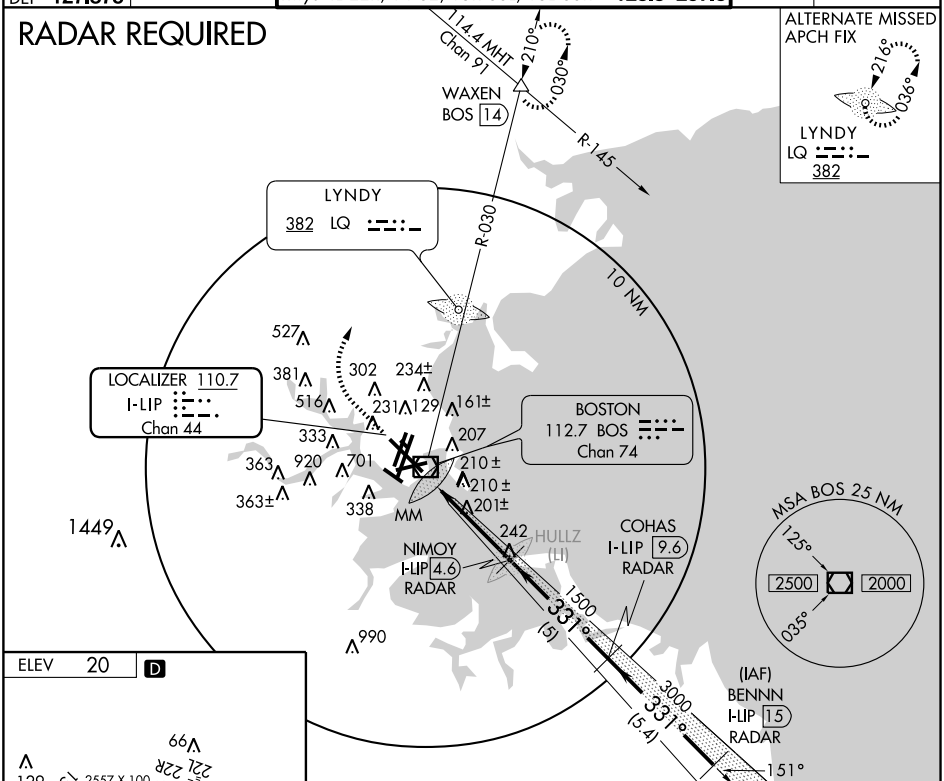
LOC/DME I-LIP	APP CRS	Rwy ldg 10083
110.7	331°	TDZE 16
Chan 44		Apt Elev 20

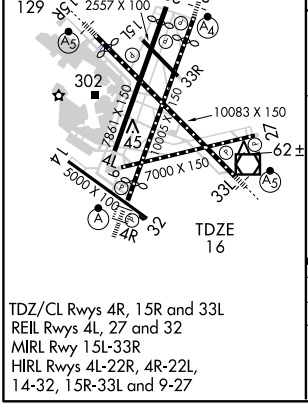
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. DME or Radar required.

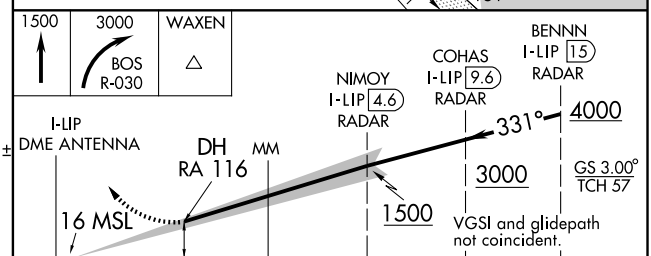
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		







CATEGORY	A	B	C	D
S-ILS 33L	RA 116/12 100 DA 116			

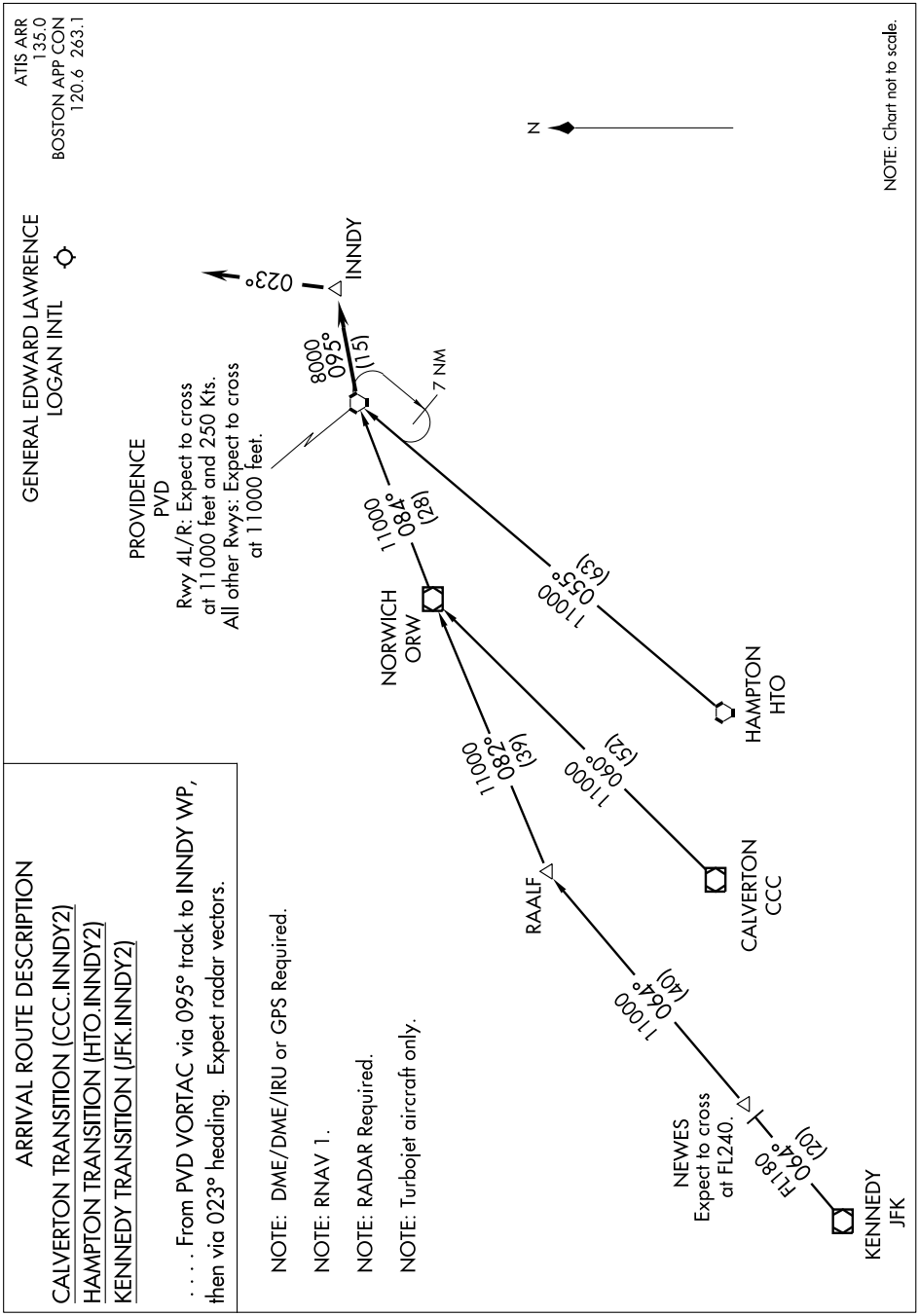
TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

INNDY TWO ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.INNDY2)

HAMPTON TRANSITION (HTO.INNDY2)

KENNEDY TRANSITION (JFK.INNDY2)

. . . . . From PVD VORTAC via 095° track to INNDY WP, then via 023° heading. Expect radar vectors.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: Turbojet aircraft only.

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

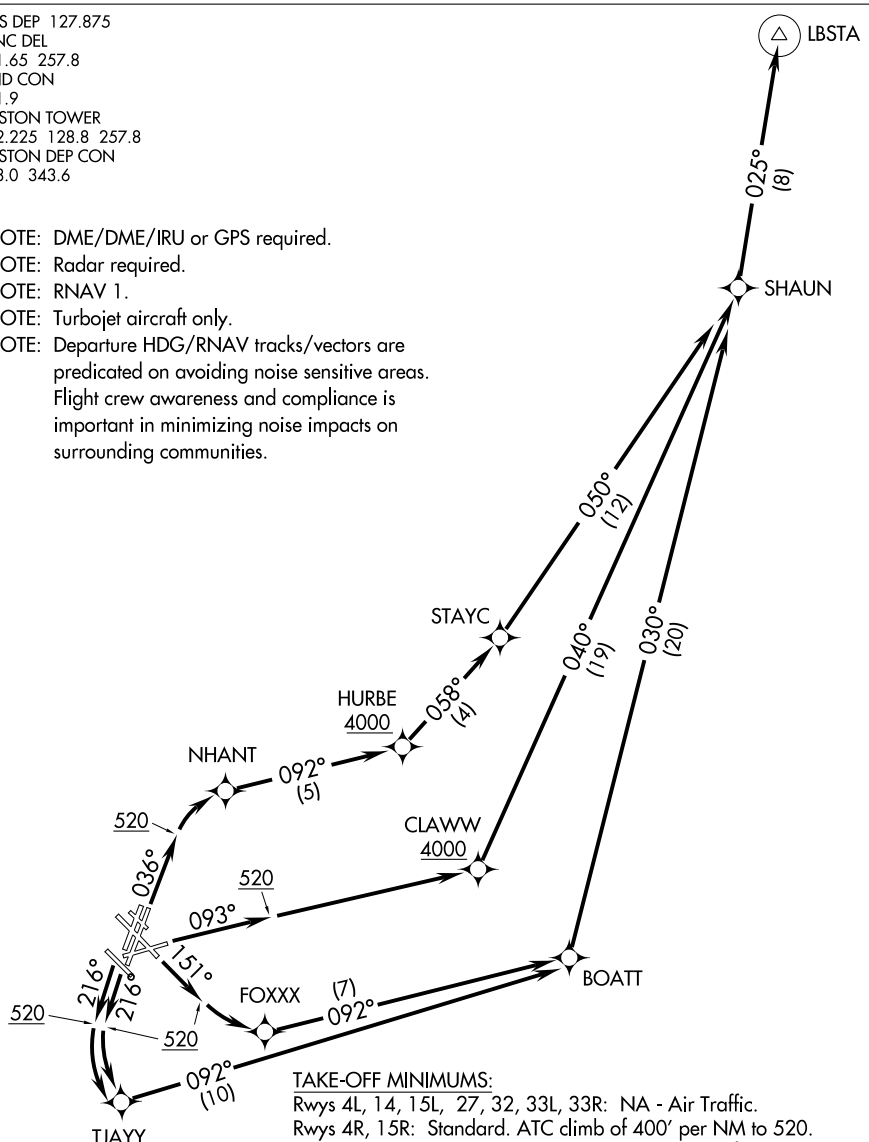
LBSTA ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

LBSTA ONE DEPARTURE (RNAV)
BOSTON, MASSACHUSETTS
(LBSTA1.LBSTA) 09295
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000 thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

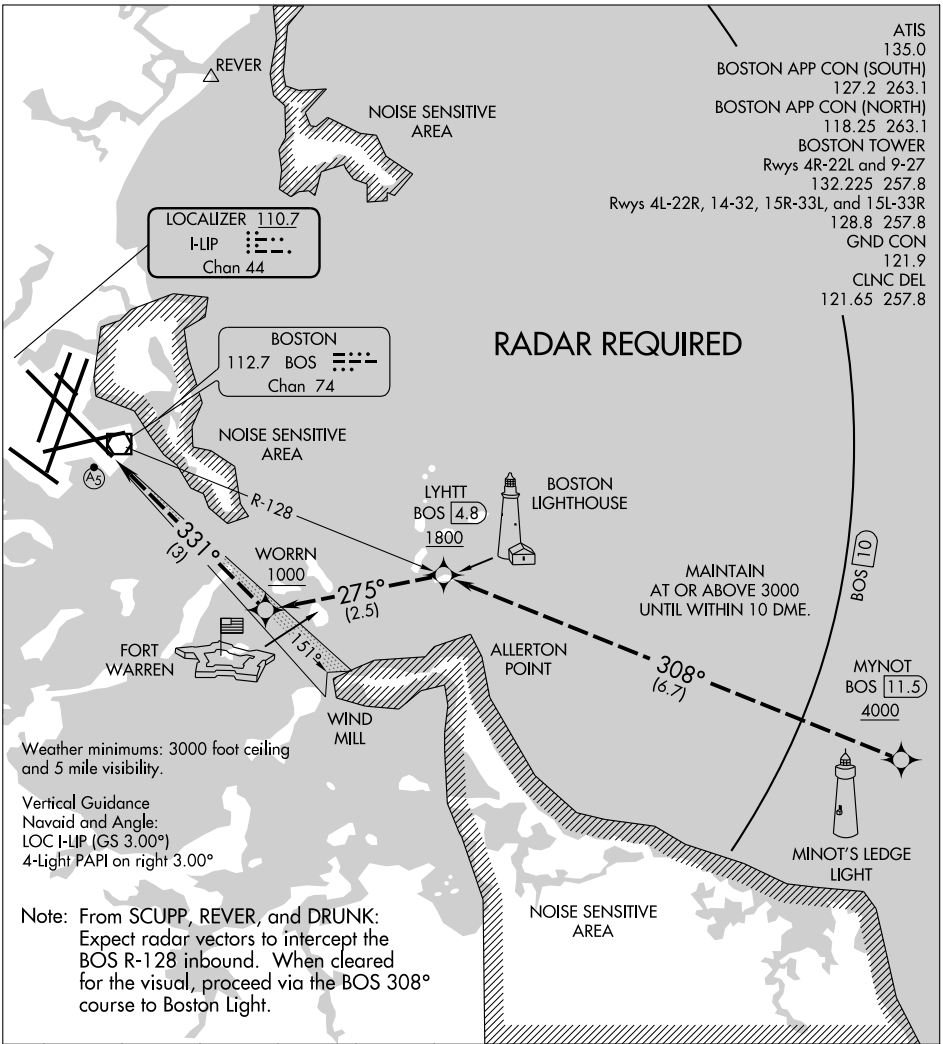
....via depicted route to LBSTA. Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 579′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134 MSL.
Rwy 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.
Rwy 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.
Rwy 22L: RIG 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.
Rwy 22R: RIG, 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

LIGHT VISUAL RWY 33L

BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

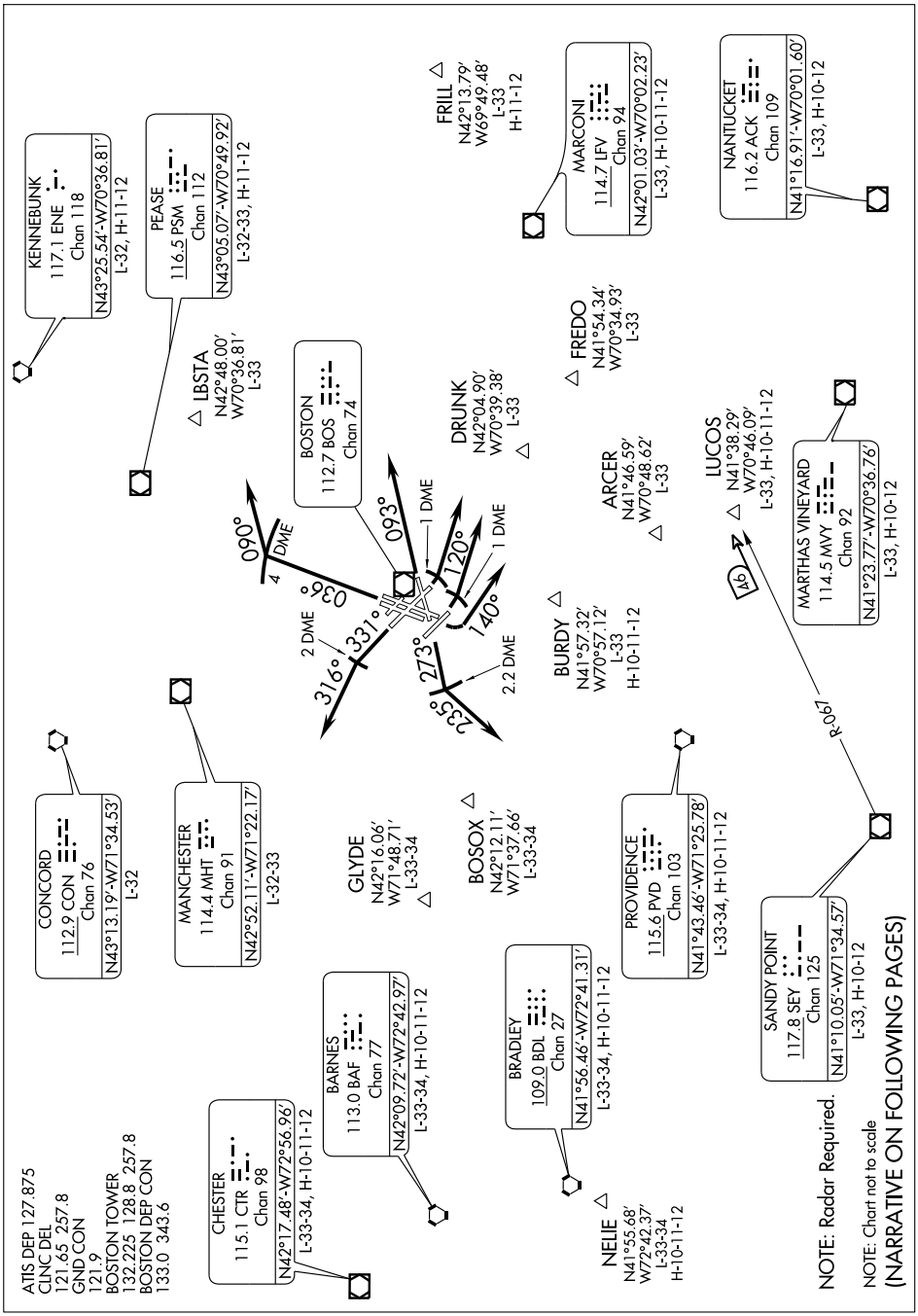
42°22'N - 71°00'W

Orig 09155

LOGAN FOUR DEPARTURE

SL-58 (FAA)

BOSTON, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKE-OFF RUNWAY 4R/L: Fly heading 036° to BOS 4 DME, then turn right heading 090°, thence....
TAKE-OFF RUNWAY 9: Fly heading 093°, thence....
TAKE-OFF RUNWAY 14: Fly heading 142° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 15R: Fly heading 151° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 22R/L: Turn left heading 140°, thence....
TAKE-OFF RUNWAY 27: Fly heading 273° to BOS 2.2 DME, then turn left heading 235°, thence....
TAKE-OFF RUNWAY 33L: Fly heading 331° to BOS 2 DME, then turn left heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect radar vectors to assigned ROUTE/NAVAID/FIX. Jet aircraft maintain 5000′ or lower assigned altitude. Non-jet aircraft maintain 3000′ or lower assigned altitude. All aircraft expect clearance to filed altitude/flight level ten (10) minutes after departure.

NOTE: JET AIRCRAFT departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000′ before proceeding on course.

TAKE-OFF MINIMUMS:
RWY 15L, 32, 33R, NA - ENVIRONMENTAL.
RWY 4R, STANDARD.
RWY 4L, 300-1 or STANDARD with minimum climb of 358′ per NM to 300′.
RWY 9, 300-1¼ or STANDARD with minimum climb of 272′ per NM to 300′.
RWY 14, STANDARD with minimum ATC climb of 500′ per NM to 420′.
RWY 15R, STANDARD with minimum ATC climb of 431′ per NM to 420′.
RWY 22L, 300-1 or STANDARD when tower reports no tall vessels in the departure area.
RWY 22R, 300-1¾ or STANDARD with minimum climb of 320′ per NM to 400′.
RWY 27, STANDARD with minimum climb of 477′ per NM to 1300′.
RWY 33L, STANDARD with minimum ATC climb of 465′ per NM to 200′.

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKE-OFF OBSTACLES:

RWY 4L, Light on blast fence 184′ from DER, 249′ left of centerline, 6′ AGL/23′ MSL.
Tree 2094′ from DER, 92′ left of centerline, 47′ AGL/77′ MSL.
Tree 3975′ from DER, 1486′ left of centerline, 50′ AGL/198′ MSL.
Tree 4228′ from DER, 544′ left of centerline, 47′ AGL/143′ MSL.
Ship 694′ from DER, on centerline, 50′ AGL/50′ MSL.
Light on blast fence 230′ from DER, 63′ right of centerline, 6′ AGL/23′ MSL.
Light on pole and mutiple trees beginning 1806′ from DER, 740′ right of centerline, up to 33′ AGL/79′ MSL.

RWY 4R, Light on pole and mutiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL.
Ship 579′ from DER, on centerline, 50′ AGL/50′ MSL.
Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL.
Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134′ MSL.

RWY 9, Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL.
Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.

RWY 14, Ship rig 5439′ from DER, 1824′ right of centerline, 176′ AGL/176′ MSL.

RWY 15L, Sign 169′ from DER, 279′ right of centerline, 6′ AGL/19′ MSL.

RWY 15R, Sign 45′ from DER, 267′ right of centerline, 6′ AGL/16′ MSL.

RWY 22L, Rig 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL.
Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL.
Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.

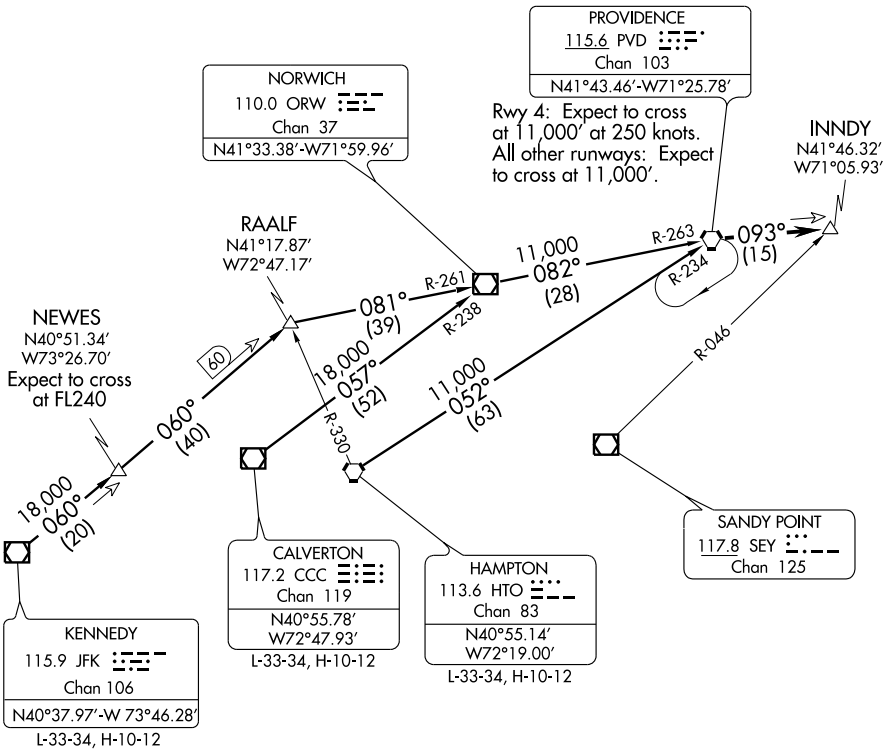
RWY 22R, Rig 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL.
Rig 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL.
Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

RWY 27, Mutiple buildings beginning 1.3 NM from DER, 129′ left of centerline, up to 251′ AGL/261′ MSL.
Light pole and rod on pole beginning 1691′ from DER, 749′ right of centerline, up to 60′ AGL/100′ MSL.
Rig 4822′ from DER, 35′ right of centerline, 176′ AGL/176′ MSL.
Mutiple buildings beginning 1.7 NM from DER, 1479′ right of centerline, up to 685′ AGL/701′ MSL.

RWY 33L, Mutiple lights, rod on tank and light on building 796′ from DER, 604′ left of centerline, up to 46′ AGL/73′ MSL.
Building and chimney on building beginning 4301′ from DER, 1079′ left of centerline, up to 40′ AGL/149′ MSL.
Bridge 1.4 NM from DER, 2615′ left of centerline, 263′ AGL/263′ MSL.
Mutiple trees, wind direction indicator on tower and sign beginning 249′ from DER, 51′ right of centerline, up to 35′ AGL/101′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

BOSTON APP CON
120.6 263.1
ATIS ARR 135.0



NOTE: For turbojet only.

NOTE: Chart not to scale.

CALVERTON TRANSITION (CCC.ORW3): From over CCC VOR/DME via CCC R-057 and ORW R-238 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

HAMPTON TRANSITION (HTO.ORW3): From over HTO VORTAC via HTO R-052 and PVD R-234 to PVD VORTAC. Thence....

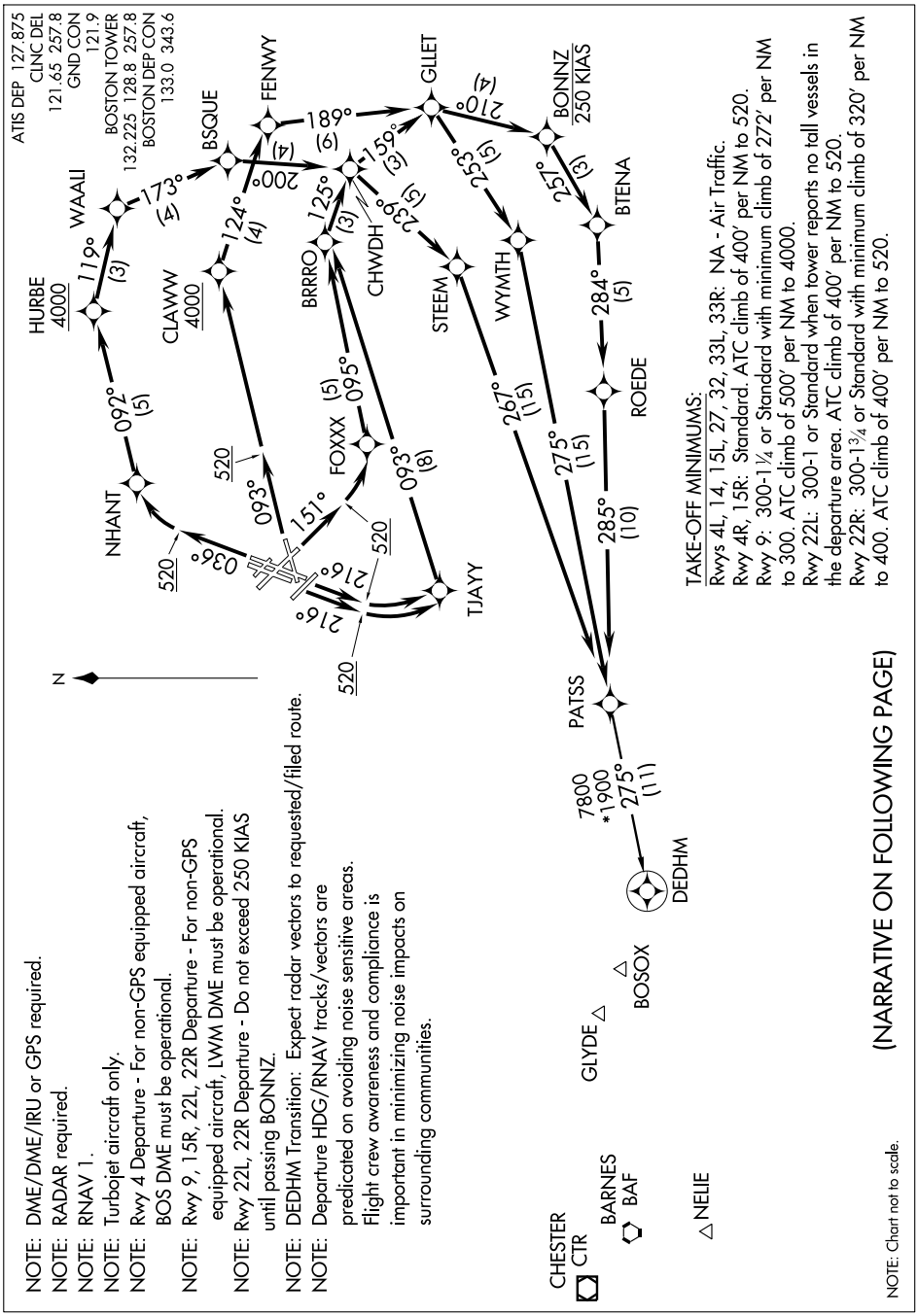
KENNEDY TRANSITION (JFK.ORW3): From over JFK VOR/DME via R-060 to RAALF INT, then via ORW R-261 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

....From over PVD VORTAC via PVD R-093 to INNDY INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

PATSS ONE DEPARTURE (RNAV)

SL-58 (FAA)



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4 Departure - For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R Departure - For non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Rwy 22L, 22R Departure - Do not exceed 250 KIAS until passing BONNZ.
NOTE: DEDHM Transition: Expect radar vectors to requested/filed route.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010

PATSS ONE DEPARTURE (RNAV)
BOSTON, MASSACHUSETTS
(PATSS1.PATSS) 09295
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, and via track 119° to WAALI and track 173° to BSQUE and track 200° to CHWDH and track 239° to STEEM and track 267° to PATSS, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, and via track 124° to FENWY and track 189° to GLLET and track 253° to WYMTH and track 275° to PATSS, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX and via track 095° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...
TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY and via track 093° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

....Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

DEDHM TRANSITION (PATSS1.DEDHM):

TAKE-OFF OBSTACLES:
Rwy 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 579′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134 MSL.
Rwy 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.
Rwy 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.
Rwy 22L: RIG 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.
Rwy 22R: RIG, 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

PATSS ONE DEPARTURE (RNAV)
BOSTON, MASSACHUSETTS
(PATSS1.PATSS) 09351
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy ldg	8851
036°	TDZE	18
	Apt Elev	19

RNAV (GPS) RWY 4R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

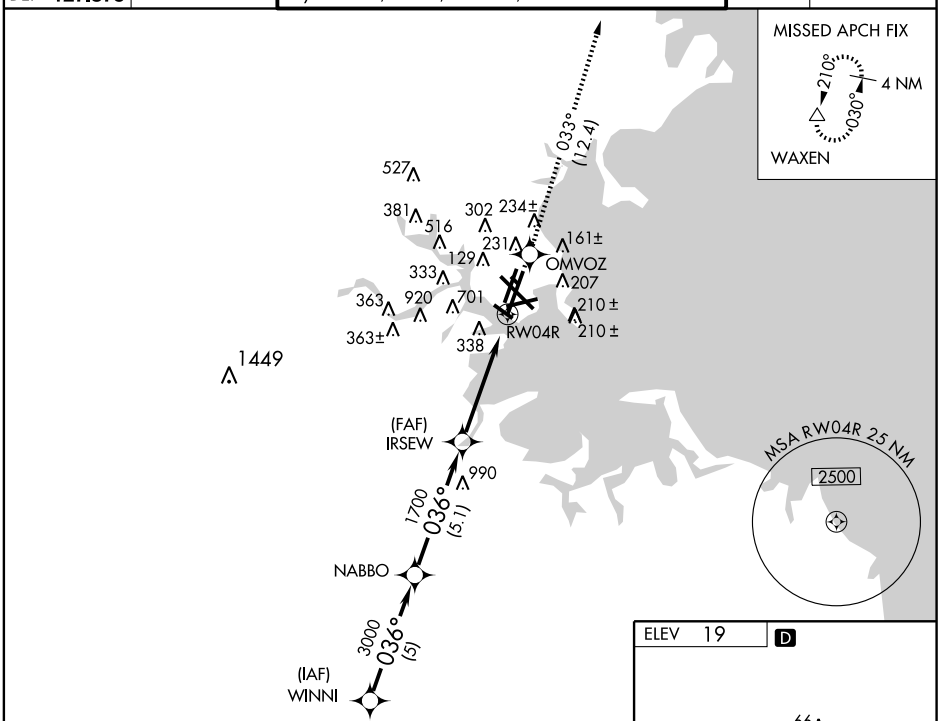
T
A NA
W

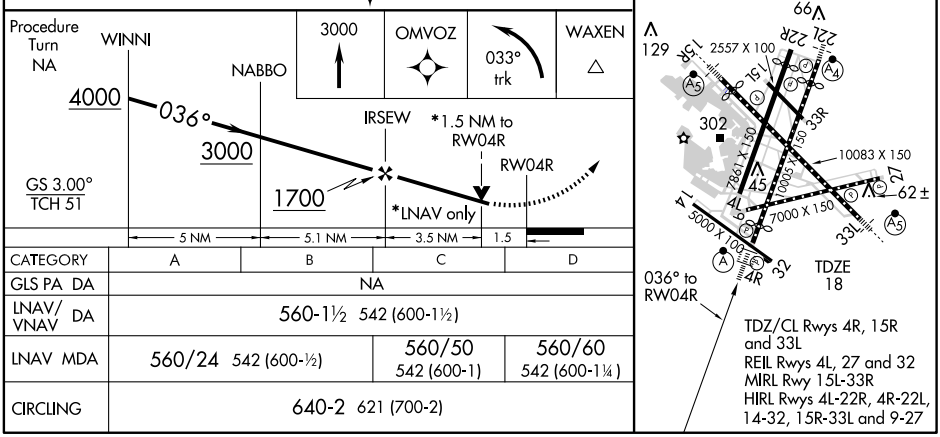
CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
When control tower reports tall vessels in approach area, LNAV/VNAV DA NA, increase LNAV CAT A and B visibility to RVR 4000.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct OMVOZ WP then left turn via 033° track to WAXEN WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER			GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225	257.8	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8	257.8			





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	560-1½ 542 (600-1½)			
LNAV MDA	560/24 542 (600-½)		560/50 542 (600-1)	560/60 542 (600-1¼)
CIRCLING	640-2 621 (700-2)			

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

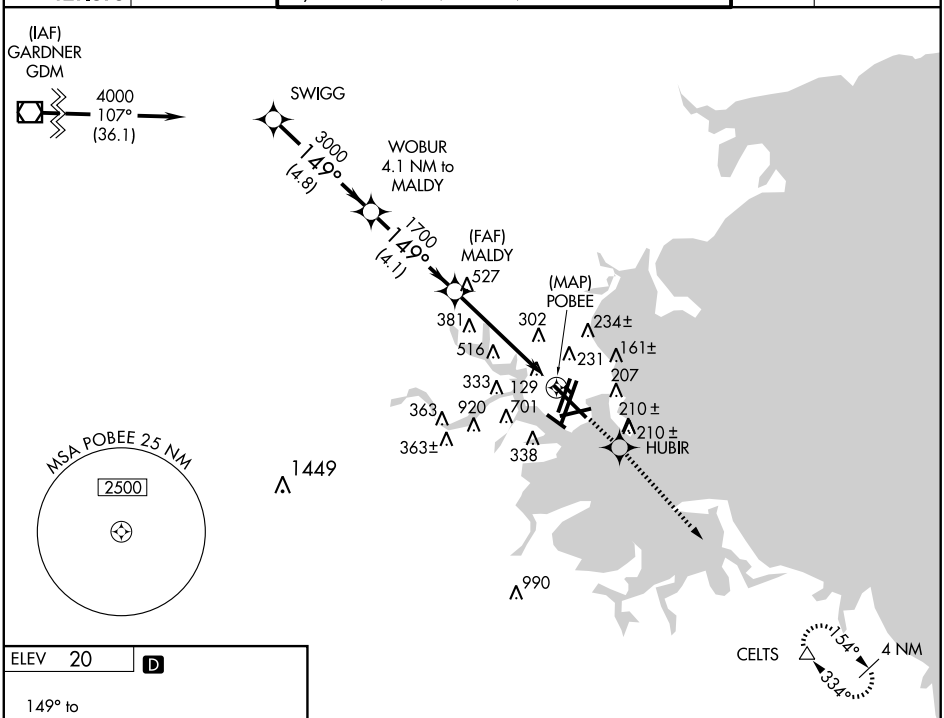
APP CRS	Rwy ldg	9201
149°	TDZE	17
	Apt Elev	20

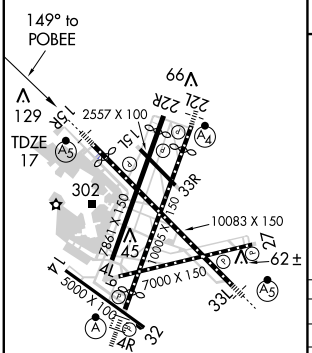
T A W Cats C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

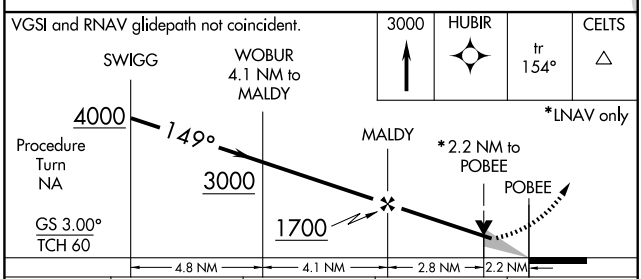
MISSED APPROACH: Climb to 3000 direct HUBIR WP and via 154° track to CELTS WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER			GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225	257.8	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8	257.8			





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	760-2 743 (800-2)			
LNAV MDA	780/24 763 (800-½)	780/40 763 (800-¾)	780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	780-2¼ 760 (800-2¼)	780-2½ 760 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	8806
216°	TDZE	16
	Apt Elev	20

RNAV (GPS) RWY 22L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat C. Cats C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA.

MALSF

MISSED APPROACH: Climb to 3000 direct MILTT WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER			GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225	257.8	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8	257.8			

RADAR REQUIRED

(IAF) NOLEY
3000 216° (3.4)
FIDIM
1700 216° (5)
393
(FAF) CEGDA
527
381 516 302 231 234± 129 161± RW22L 333 207 363 920 701 210± 363± 338 210±
1449
MILTT
036° 216° 4 NM
990
MSA RW22L 25 NM
2500

ELEV 20 D

216° to RW22L

129 15R 2557 X 100 22L 22R 99 TDZE 16 15L 9 4L 33R 302 10083 X 150 7861 X 150 10005 X 150 45 27 62± 14 5000 X 100 7000 X 150 33L 4R 32

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

3000 MILTT VGSI and descent angles not coincident.

NOLEY 4000 216° FIDIM 3000 CEGDA 1.7 NM to RW22L 3.03° TCH 55 RW22L 1700

1.7 NM 3.4 NM 5 NM 3.4 NM

CATEGORY	A	B	C	D
LNAV MDA	600/40 584 (600-¾)		600-1½ 584 (600-1½)	600-1¾ 584 (600-1¾)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	7000
273°	TDZE	17
	Apt Elev	20

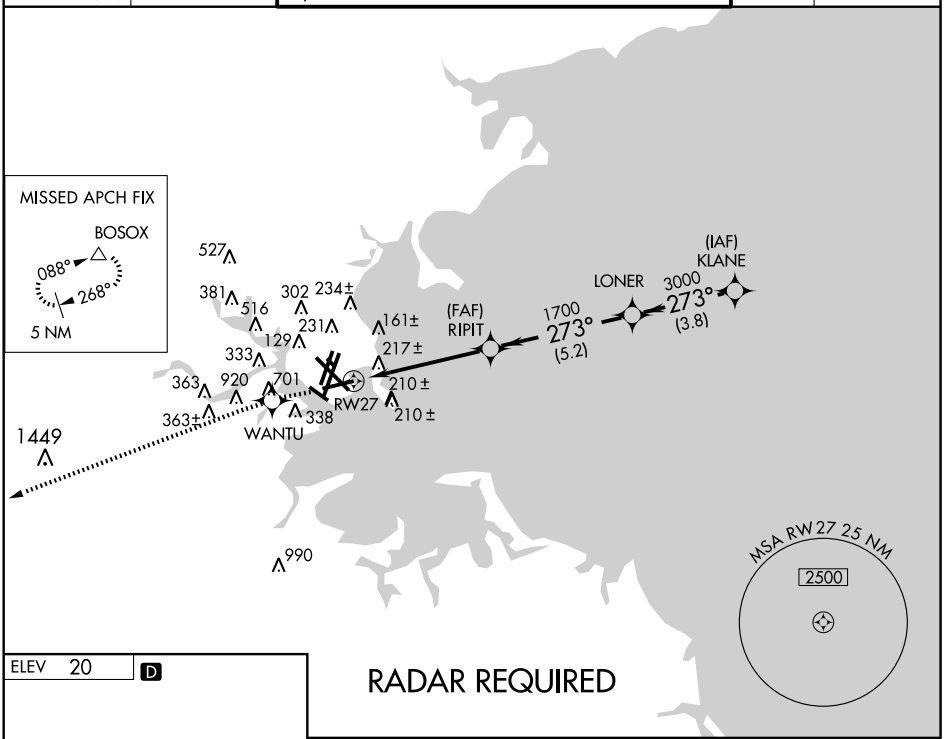
RNAV (GPS) RWY 27

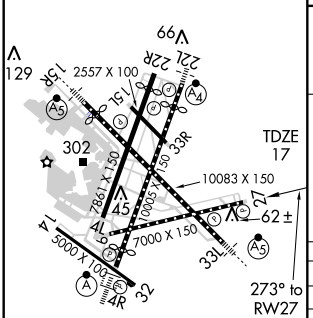
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

TAW: Baro-NAV NA below -15°C (5°F). Cats C and D Circling NA west of Rwys 4L and 15R. DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.

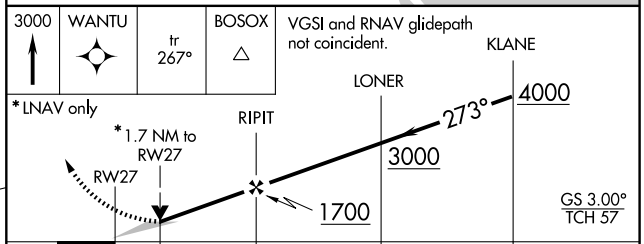
MISSED APPROACH: Climb to 3000 direct WANTU WP and 267° track to BOSOX WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER			GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225	257.8	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8	257.8			





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	504-1¾ 487 (500-1¾)			
LNAV MDA	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5000
332°	TDZE	20
	Apt Elev	20

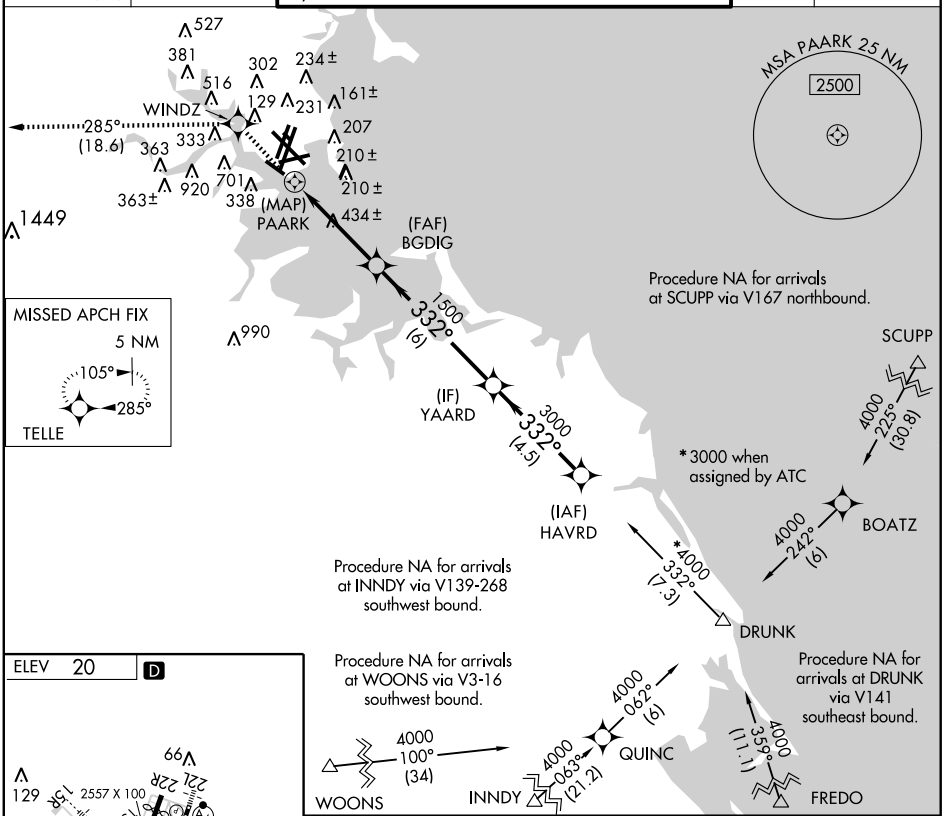
RNAV (GPS) RWY 32

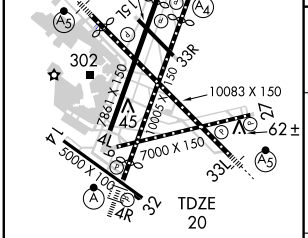
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.
Circling NA for Cats C and D west of Rwys 4L and 15R.

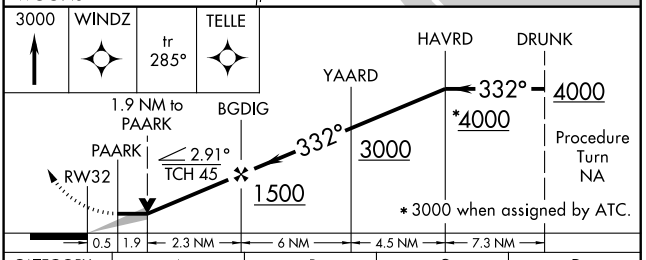
MISSED APPROACH: Climb to 3000 direct WINDZ and via 285° track to TELLE and hold.

ATIS		BOSTON APP CON		BOSTON TOWER		GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8			





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	820-2¼ 800 (800-2¼)	820-2½ 800 (800-2½)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	820-2¼ 800 (800-2¼)	820-2½ 800 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	10083
331°	TDZE	16
	Apt Elev	20

RNAV (GPS) RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

T A W DME/DME RNP-0.3 NA. Cat C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR A5

MISSED APPROACH: Climb to 3000 direct EMMEL WP and via 045° track to WAXEN WP and hold.

ATIS		BOSTON APP CON		BOSTON TOWER			GND CON	CLNC DEL	
ARR	135.0	120.6	263.1	Rwys 4R-22L, 9-27		132.225	121.9	121.65	257.8
DEP	127.875			Rwys 4L-22R, 14-32, 15R-33L, 15L-33R		128.8 257.8			

RADAR REQUIRED

210° 030° 4 NM WAXEN

527 EMMEL 381 302 234± 516 231 161± 333 129 207 363 920 701 176± 210± 363± 338 RW33L 210± 1449 990

(FAF) NIMOY 1500 331° (5) COHAS 3000 331° (5.4) (IAF) BENNN

MSA RW33L 25 NM 2500

ELEV 20 D

129 99 221 22R 15R 2557 X 100 15L 4 A5 302 33R 10083 X 150 7861 X 150 10065 X 150 45 27 62± 14 4L 7000 X 150 5000 X 150 33L 4R 32 TDZE 16 331° to RW33L

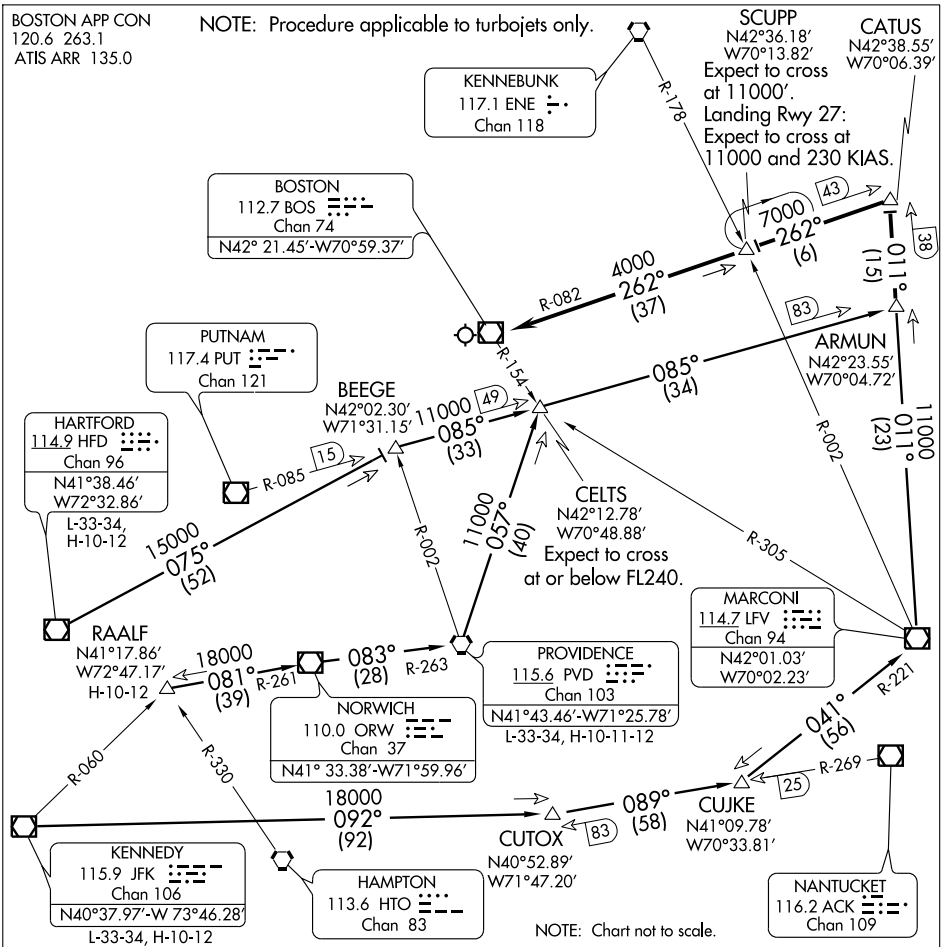
TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

3000 EMMEL tr 045° WAXEN VGSI and RNAV glidepath not coincident. BENNN COHAS 4000 331° 3000 *LNAV only *1.3 NM to RW33L NIMOY RW33L 1500 GS 3.00° TCH 57 1.3 NM 3.2 NM 5 NM 5.4 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	546/60 530 (600-1¼)			
LNAV MDA	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

SCUPP FOUR ARRIVAL



HARTFORD TRANSITION (HFD.SCUPP4): From over HFD VOR/DME via HFD R-075 to BEEGE INT, then via PUT R-085 to ARMUN INT. Thence....

KENNEDY TRANSITION (JFK.SCUPP4): From over JFK VOR/DME via JFK R-092 to CUTOX INT, then via ACK R-269 to CUJKE INT, then via LFV R-221 to LFV VOR/DME, then via LFV R-011 to ARMUN INT. Thence....

PROVIDENCE TRANSITION (PVD.SCUPP4): From over the PVD VORTAC via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

RAALF TRANSITION (RAALF.SCUPP4): From over RAALF INT via ORW R-261 to ORW VOR/DME, then via PVD R-263 to PVD VORTAC, then via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

....From over ARMUN INT via LFV VOR/DME R-011 to CATUS INT, then via BOS VOR/DME R-082 to SCUPP INT, then via BOS R-082 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.

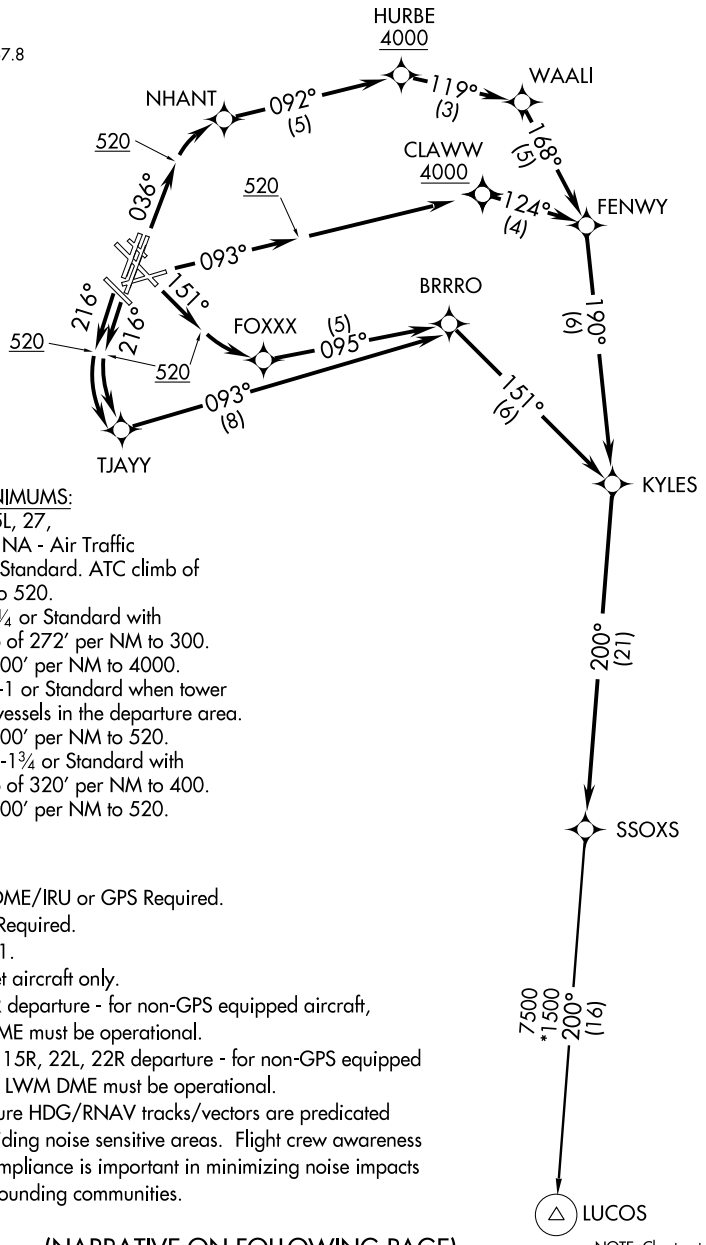
NE-1, 21 OCT 2010 to 18 NOV 2010

SSOXS ONE DEPARTURE (RNAV)

SL-58 (FAA)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
Rwy 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure - for non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R departure - for non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to SSOXS. Maintain 5000′ or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LUCOS TRANSITION (SSOXS1.LUCOS):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL. Ship 570′ from DER, on centerline, 50′ AGL/50′ MSL. Crane 2,001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL. Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL. Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.
RWY 15R: Sign 45′ from DER, 267′ right of centerline, 6′ AGL, 16′ MSL.
RWY 22L: RIG 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL. Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL. Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.
RWY 22R: RIG, 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL. RIG 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL. Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BOS 112.7 Chan 74	APP CRS 310°	Rwy ldg N/A TDZE N/A Apt Elev 20

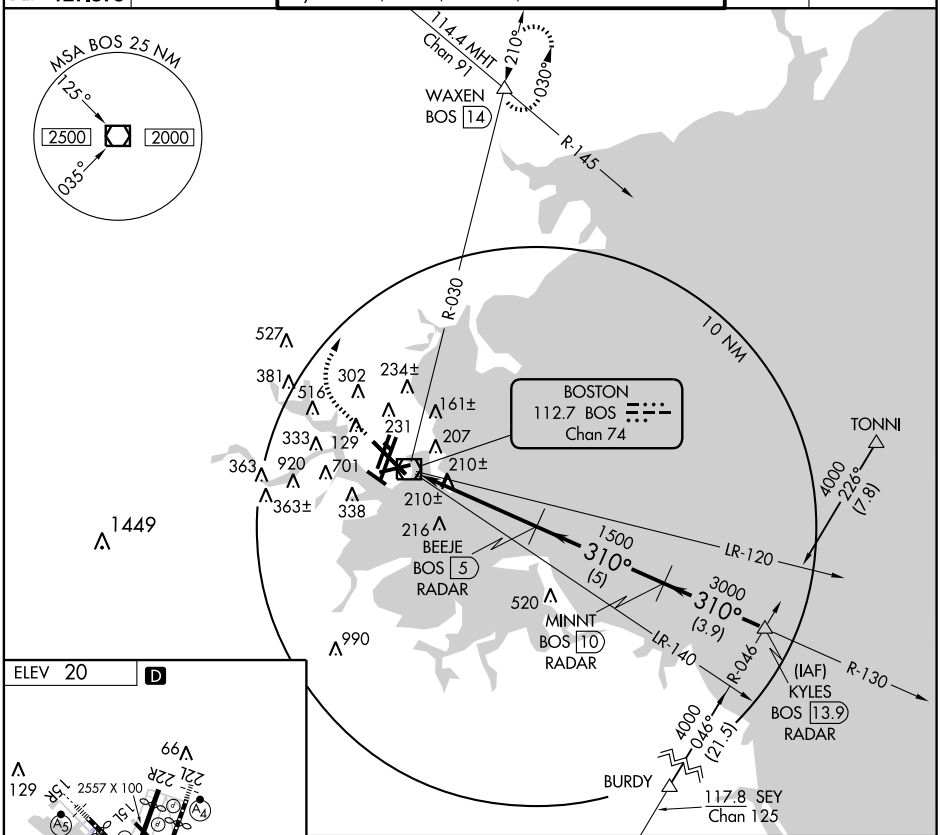
VOR/DME or GPS-A

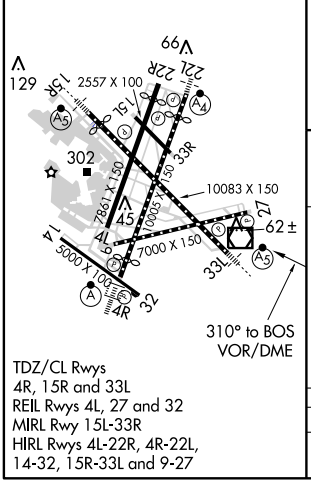
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling NA for Cats C and D west of Rwys 4L and 15R.
Circling to Rwy 14 NA.

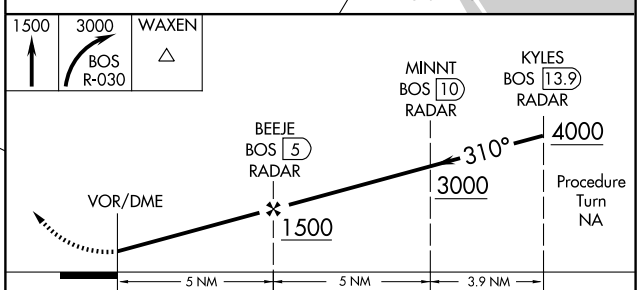
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8 Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8	121.9	121.65 257.8





TDZ/CL Rwys
4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BOS	APP CRS	Rwy ldg 9201
112.7	144°	TDZE 17
Chan 74		Apt Elev 20

VOR/DME RWY 15R

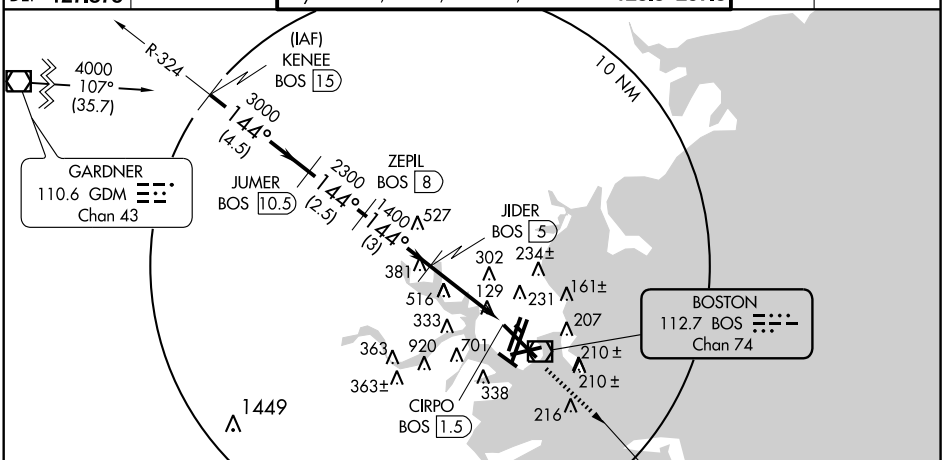
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

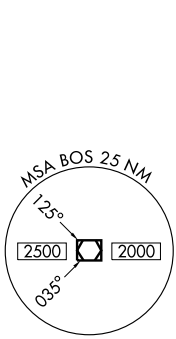
For inoperative MALSR, increase S-15R Cat A visibility to RVR 5000. Cat C and D Circling NA west of Rwys 4L and 15R. Circling to Rwy 14 NA.

MALSR (A5)

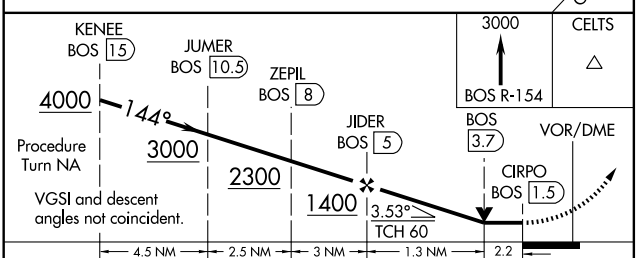
MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS INT/BOS 11.7 DME and hold.

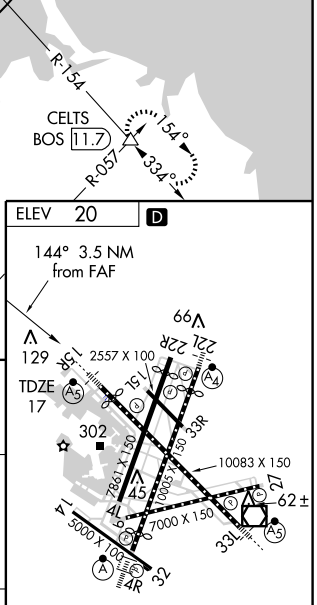
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





115.6 PVD
Chan 103





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27, and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L, and 9-27.

CATEGORY	A	B	C	D
S-15R	780/40 763 (800-¾)		780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	780-2¼ 760 (800-2¼)	780-2½ 760 (800-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BOS	APP CRS	Rwy ldg 7000
112.7	260°	TDZE 17
Chan 74		Apt Elev 20

VOR/DME RWY 27

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling NA Cats C and D west of Rwys 4L and 15R.
Circling to Rwy 14 NA.

MISSED APPROACH: Climbing left turn to 3000 via BOS R-154 to CELTS INT and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8 Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8	121.9	121.65 257.8

RADAR REQUIRED

BOSTON
112.7 BOS
Chan 74

527 381 302 516 234± 231 161± 129 333 207 363 920 701 210± 363± 338 210± 216 1449 990

1500 260° (3.3) DEARS BOS 7.9
2300 260° (2.5)
260° (IAF) SWAYS BOS 10.4
035° 215° R-080
BLEAK BOS 4.6
3000 to SWAYS 080° (10.4)
R-154
10 NM
CELTS BOS 11.7
154° 334°
R-057
115.6 PVD Chan 103
MSA BOS 25 NM
125° 2500 2000 035°

ELEV 20 D

129 99 15R 2557 X 100 22R 22L 5L 302 33R TDZE 17 10083 X 150 7861 X 150 10005 X 150 27 45 62± 4L 7000 X 150 33L 14 5000 X 100 4R 32 273° 3.8 NM from FAF

3000 CELTS
BOS R-154

VOR/DME BOS 0.2 BOS 1.4 BLEAK BOS 4.6 DEARS BOS 7.9 SWAYS BOS 10.4 Remain within 10 NM
080° 260° 3000 3000 2300 1500
1.3 3.1 NM 3.3 NM 2.5

CATEGORY	A	B	C	D
S-27	480-1½ 463 (500-1½)			
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BOS	APP CRS	Rwy ldg	10,083
112.7	342°	TDZE	16
Chan 74		Apt Elev	20

VOR/DME RWY 33L

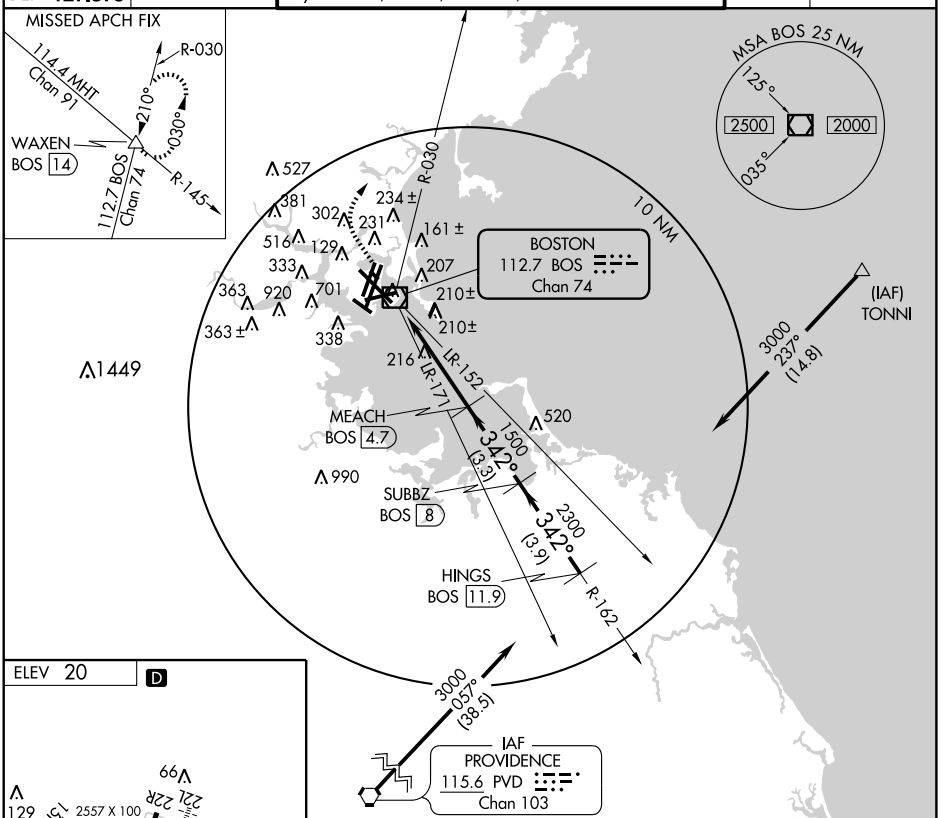
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

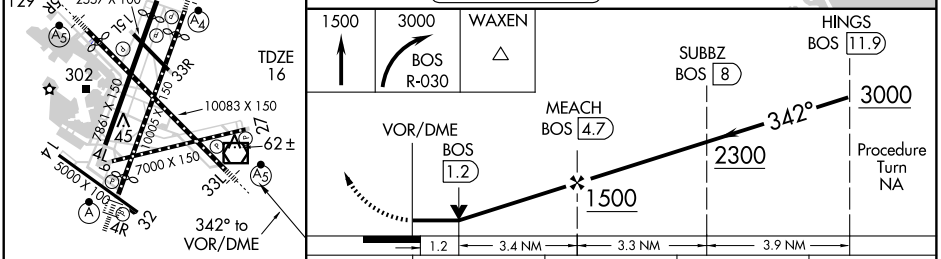
Circling NA for Cats C and D west of Rwys 4L and 15R. Circling to Rwy 14 NA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY	A	B	C	D
S-33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	940-1¼ 920 (1000-1¼)	1000-1½ 980 (1000-1½)	640-1¾ 620 (700-1¾)	640-2 620 (700-2)

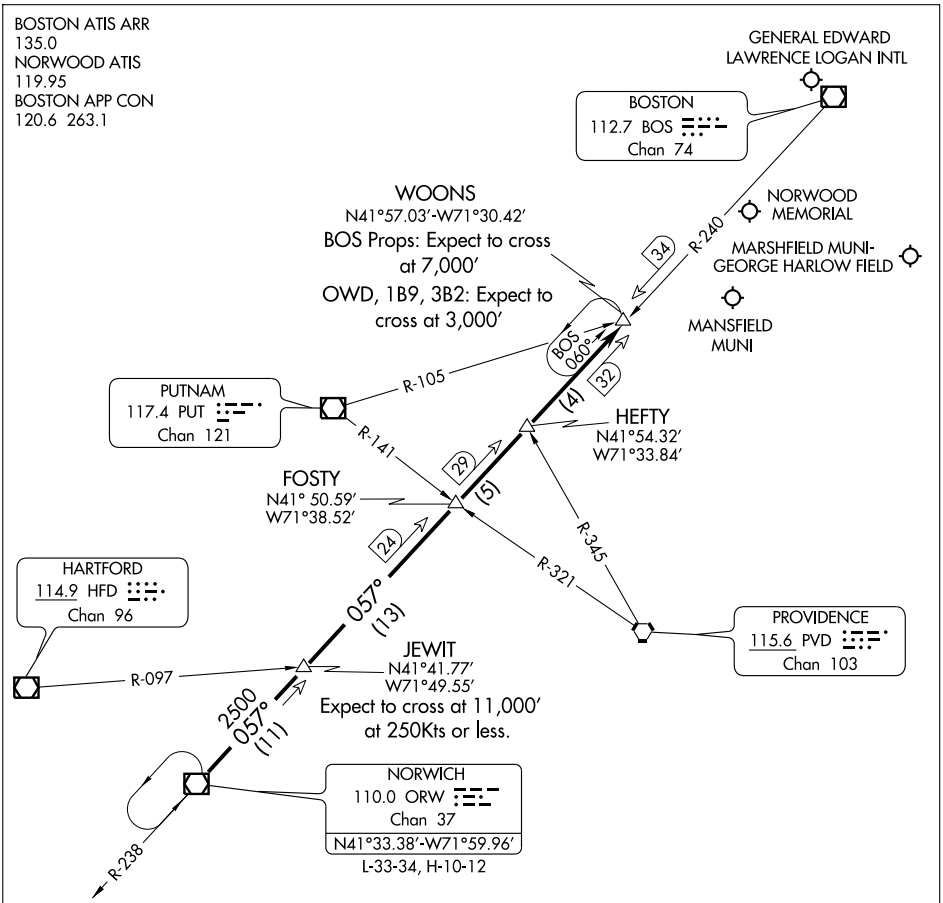
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL

ST-58 (FAA)

BOSTON, MASSACHUSETTS



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.
Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

WYLYY SEVEN DEPARTURE (RNAV)

(WYLYY7.WYLYY) 09295

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

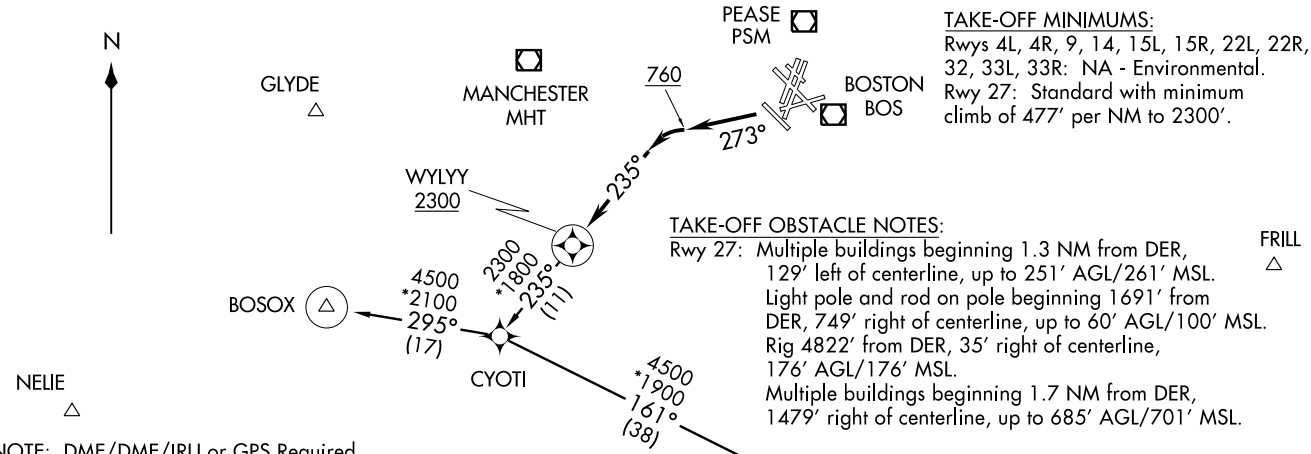
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb heading 273° to 760 MSL, then climbing left turn on 235° course to WYLYY, thence....

....via depicted route. Cross WYLYY at or above 2300′. Maintain 5000′ or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

BOSOX TRANSITION (WYLYY7.BOSOX):

LUCOS TRANSITION (WYLYY7.LUCOS):



TAKE-OFF MINIMUMS:
Rwys 4L, 4R, 9, 14, 15L, 15R, 22L, 22R, 32, 33L, 33R: NA - Environmental.
Rwy 27: Standard with minimum climb of 477′ per NM to 2300′.

TAKE-OFF OBSTACLE NOTES:
Rwy 27: Multiple buildings beginning 1.3 NM from DER, 129′ left of centerline, up to 251′ AGL/261′ MSL.
Light pole and rod on pole beginning 1691′ from DER, 749′ right of centerline, up to 60′ AGL/100′ MSL.
Rig 4822′ from DER, 35′ right of centerline, 176′ AGL/176′ MSL.
Multiple buildings beginning 1.7 NM from DER, 1479′ right of centerline, up to 685′ AGL/701′ MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

WYLYY SEVEN DEPARTURE (RNAV)
(WYLYY7.WYLYY) 09295
BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

SL-58 (FAA)

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt up to and including 250′ MSL. Between 0500–1100Z‡ Rwy 15R is preferential night rwy for tkf and Rwy 33L is preferential ngt rwy for ldg. Rwy 14–32 undirectional, no ldgs Rwy 14, no takeoffs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non-tenant charter acft without prior Massport permission. ASDE–X surveillance system in use, pilots should operate transponders with mode C on all twys and rwys. Terminal E; North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. For noise abatement procedures call 617–561–1636 Mon–Fri 1400–2200Z‡. Touchdown and rollout rwy visual range Rwy 04L avbl. Touchdown and rollout rwy visual range Rwy 22R avbl. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness and Continuous Power Facilities. NOTE: See Special Notices—Land and Hold Short Lights.

WEATHER DATA SOURCES: ASOS (617) 567–5762. LLWAS. TDWR.

COMMUNICATIONS: D–ATIS ARR 135.0 **D–ATIS DEP** 127.875 (617) 567–0160 **UNICOM** 122.95

BOSTON RCO 122.4 122.1R 112.7T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP CON** 127.2 (South) 120.6 (West) 118.25 (North) Ⓡ**BOSTON DEP CON** 133.0

BOSTON TOWER 128.8 (ARR/DEP Rwys 04L–22R, 15R–33L, 15L–33R, 14–32) 124.725 (Helicopters) 128.8 132.225 (ARR/DEP Rwys 04R–22L, 09–27) **GND CON** 121.9 121.75 **CLNC DEL** 121.65

PRE–TAXI CLNC 121.65 **GATE CON** 134.05

AIRSPACE: CLASS B See VFR Terminal Area chart

RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.

BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 20/16W.

LYNDY NDB (HW) 382 LQ N42°27.12′ W70°57.80′ 215° 5.7 NM to fld. Unusable 165°–035° byd 20 NM.

HULLZ NDB (LOM) 346 LI N42°18.19′ W70°55.31′ 330° 5.2 NM to fld.

MILTT NDB (LOM) 375 BO N42°16.43′ W71°02.95′ 036° 5.7 NM to fld.

ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE. LOM MILTT NDB.

ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. LOM LYNDY NDB.

ILS 110.7 I–LIP Rwy 33L. Class IIE. LOM HULLZ NDB. Loc unusable byd 33° left side of course.

ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class IE.

ILS/DME 110.7 I–MDC Chan 44 Rwy 15R.

COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS)

CAPE COD CGAS (See FALMOUTH)

CHATHAM MUNI (CQX) 2 NW UTC−5(−4DT) N41°41.30′ W69°59.38′

NEW YORK
L–33D
IAP

63 B S4 **FUEL** 100LL NOTAM FILE CQX

RWY 06–24: H3001X100 (ASPH) S–30 MIRL 0.4% up NE

RWY 06: Trees. **RWY 24:** Tank.

AIRPORT REMARKS: Attended 1300Z‡–dusk. ACTIVATE MIRL Rwy 06–24—122.95. Be aware of hi-speed military jet and heavy helicopter tfc in vicinity of Cape Cod CGAS. Birds primarily gulls frequently on or in vicinity of arpt. Recommended minimum altitude 2000 ft AGL from Northeast to Southeast of arpt over national seashore.

WEATHER DATA SOURCES: ASOS 135.875 (508) 945–5034.

COMMUNICATIONS: CTAF/UNICOM 122.8

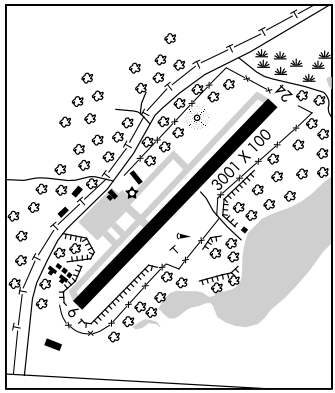
Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 127.3

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 190° 19.8 NM to fld. 151/16W. **HIWAS**

NAUSET NDB (MHW) 279 CQX N41°41.51′ W69°59.39′ at fld. NDB unusable 220°–280° byd 20 NM.



CHESTER N42°17.48′ W72°56.96′ NOTAM FILE BTV.

NEW YORK
H–10I, 11D, L–33C, 34J

(L) VOR/DME 115.1 CTR Chan 98 311° 17.3 NM to Pittsfield Muni. 1600/13W.

RCO 122.1R 115.1T (BURLINGTON RADIO)

CRANLAND (See HANSON)

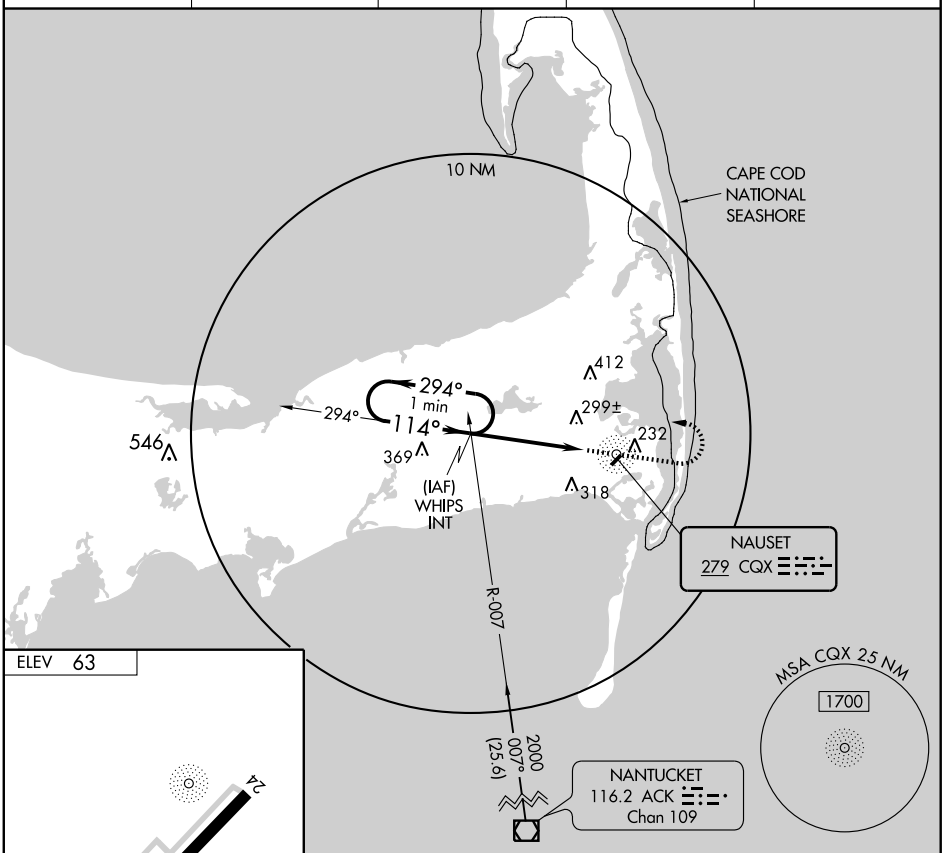
NDB CQX	APP CRS	Rwy ldg	N/A
279	114°	TDZE	N/A
		Apt Elev	63

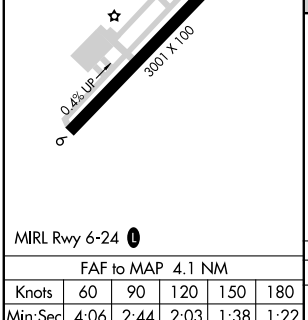
NDB-A
CHATHAM MUNI (CQX)

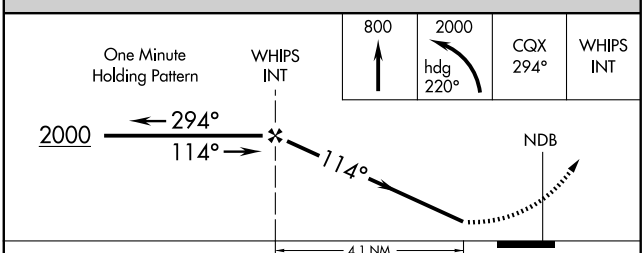
NA When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	600-1½ 537 (600-1½)		680-1¾ 617 (700-1¾)	680-2 617 (700-2)

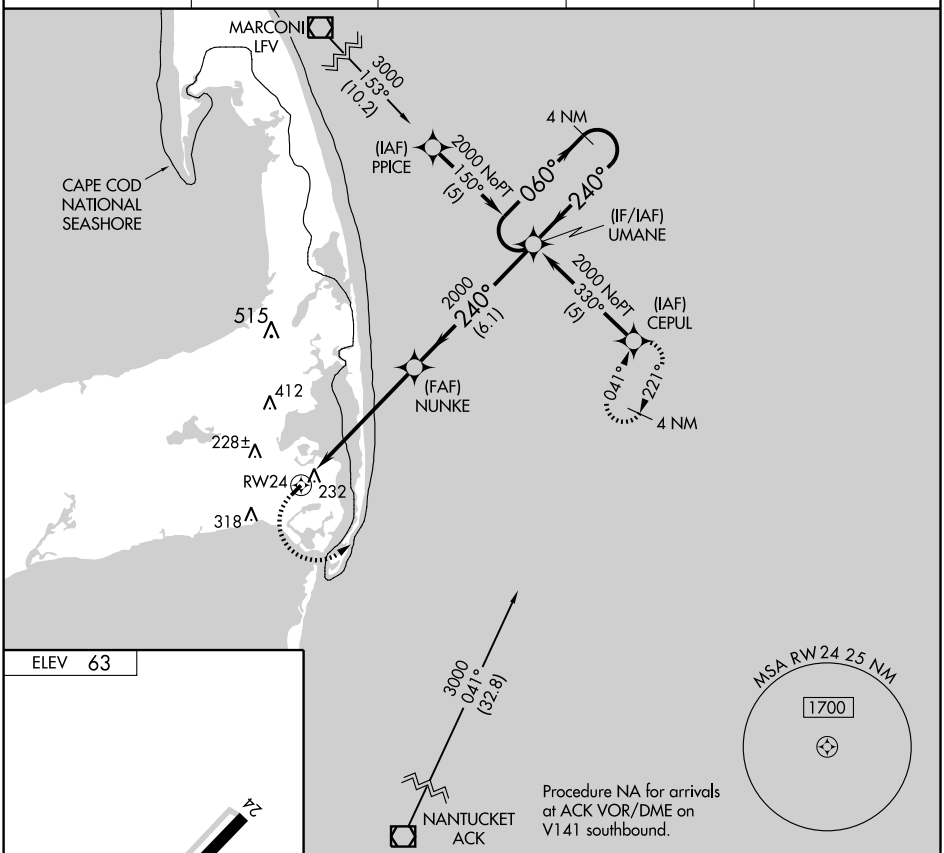
APP CRS	Rwy ldg	N/A
240°	TDZE	N/A
	Apt Elev	63

RNAV (GPS)-B
CHATHAM MUNI (CQX)

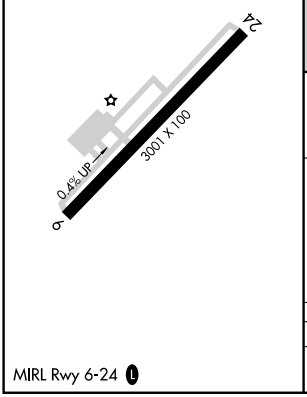
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

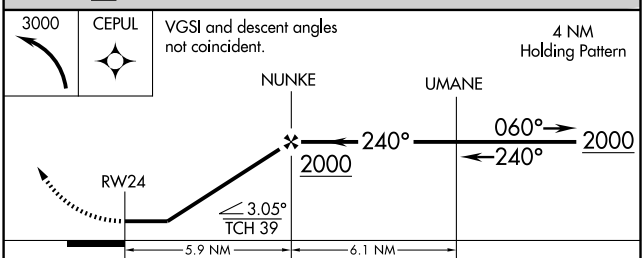
ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L



ELEV 63



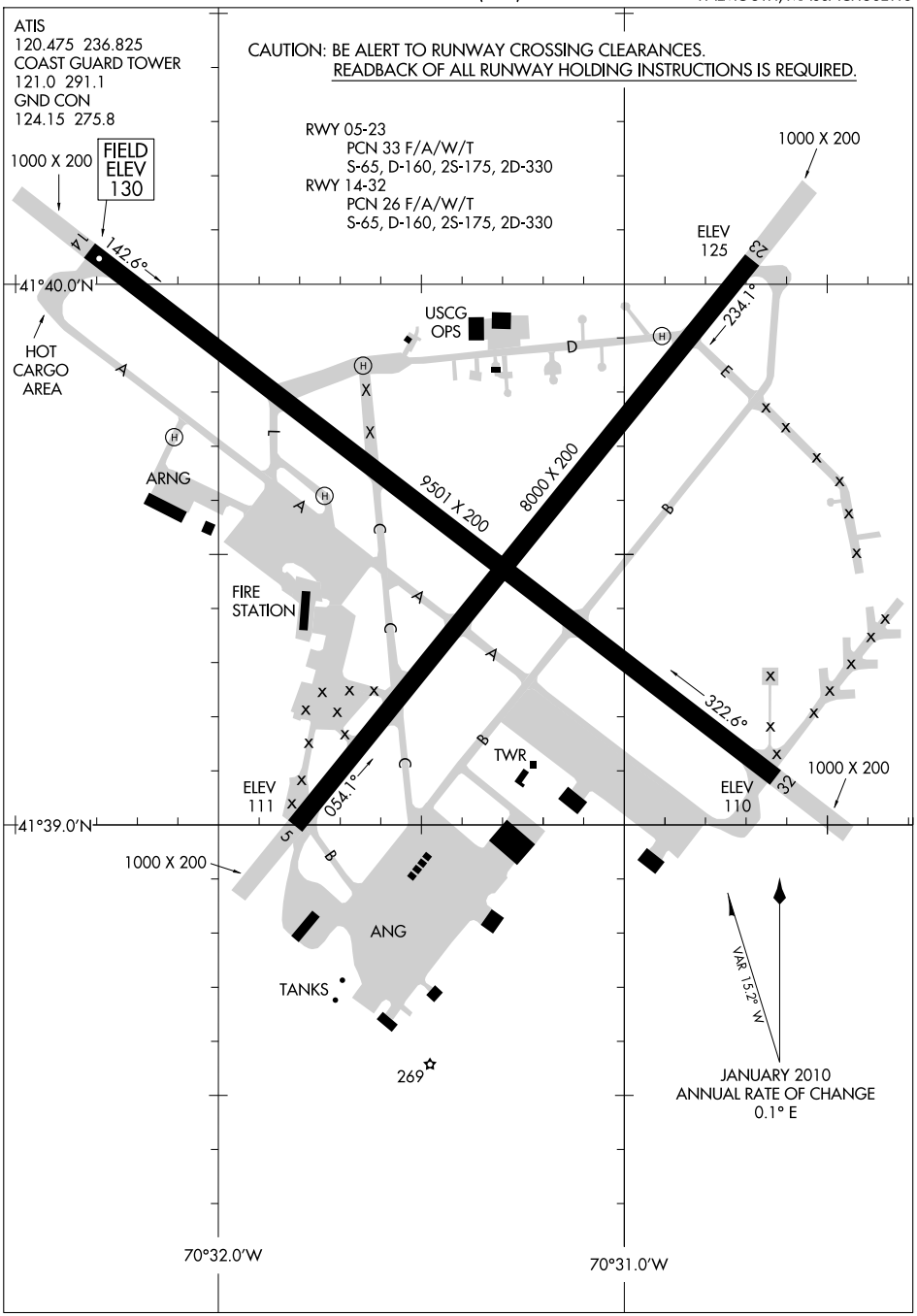
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
CIRCLING	600-1	537 (600-1)	680-1¾ 617 (700-1¾)	680-2 617 (700-2)

AIRPORT DIAGRAM

FALMOUTH/CAPE COD COAST GUARD AIR STATION (FMH)
AL-10362 (FAA)
FALMOUTH, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FALMOUTH, MASSACHUSETTS
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

10266

DALTON N42°28.26′ W73°10.21′ NOTAM FILE PSF. **NEW YORK**
NDB (MHW) 370 DXT 259° 6.1 NM to Pittsfield Muni. **L–33B, 34J**
Unusable beyond 12 NM.

DUNCA N42°16.47′ W72°01.20′ NOTAM FILE ORH. **NEW YORK**
NDB (LOM) 279 RS 109° 6.4 NM to Worcester Rgnl. **L–33C, 34J**

EDGARTOWN

KATAMA AIRPARK (1B2) 2 S UTC−5(−4DT) N41°21.51′ W70°31.47′ **NEW YORK**
18 S2 **FUEL** 100LL TPA—1018 (1000) NOTAM FILE BDR
RWY 03–21: 3700X50 (TURF)
RWY 03: Thld dsplcd 245′. Road. **RWY 21:** Thld dsplcd 300′. Pole.
RWY 06–24: 2700X50 (TURF)
RWY 06: Thld dsplcd 300′. Road. **RWY 24:** Road.
RWY 17–35: 2600X50 (TURF)
RWY 17: Thld dsplcd 200′. Building.
AIRPORT REMARKS: Attended May 15–Sep 15 dawn–dusk. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Rwy 03 and 21 and 06 and 17 dsplcd thlds marked with flush white paving blocks.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

FALMOUTH

CAPE COD CGAS (FMH) (KFMH) ANG (ARNG CG) 1E UTC−5(−4DT) N41°39.55′ W70°31.37′ **NEW YORK**
130 B TPA—See Remarks NOTAM FILE BDR Not insp. **H–10J, 11D, 12K, L–33D**
RWY 14–32: H9501X150 (PEM) S–65, D–160, 2S–175, 2D–330 PCN 26 F/A/W/T HIRL **IAP, DIAP, AD**
RWY 14: PAPI(P4L)—GA 2.5°. **RWY 32:** SALSF. PAPI(P4L).
RWY 05–23: H8000X150 (PEM) S–65, D–160, 2S–175, 2D–330 PCN 33 F/A/W/T HIRL
RWY 05: AF OVRN. PAPI(P4L)—GA 2.5°. **RWY 23:** ALSF1. PAPI(P4L).
MILITARY SERVICE: LGT PAPI glide slope 2.5°. Rwy 23 and Rwy 32 ILS and PAPI glide slope not coincidental.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Info. **RSTD** 24 hr PPR req for all acft not base assigned. Ctc USCG Ops C508–968–6360/6361 to obtain PPR. No tran svcs avbl including fuel. ANG ramp clsd. ANG apron is the only apron capable of accepting C5 at gross weight. **CAUTION** Many lgt acft transiting area. Extensive bird activity vicinity all rwys especially during low ceiling and wet wx. **TFC PAT** Army acft tfc pat alt NSTD, Rotary/Wing 1000(869), Fixed Wing 1600(1469). Jet overhead 2100 (1969). **MISC** First 300′ Rwy 05 and Rwy 23 concrete, mid portion asphalt. First 2800′ Rwy 14 and first 500′ Rwy 32 concrete, mid portion asphalt. Rwy 14–32 and Rwy 5–23 have 25′ shoulders. PPR rqrd if ACN exceeds published PCN. Ctc USCG airfield mgmt C508–968–6673/6674 to obtain approval. **ARNG** Opr Mon–Fri 1200–2000Z‡. Limited svc may be avbl Sat–Sun with prior coord. RSTD Official Business Only. ARNG OPS C508–968–5850 or DSN 557–5850. Ctc ''Yankee OPS'' 10 min prior to arrival on 242.4, 138.5, 46.85. Flt crew brief rqrd prior to ops in R–4101. Ctc OSA F/W det C508–968–5291/5292 or DSN 557–5291/5292 to coordinate JOSAC pax arr/dep. **CG** PPR req for Coast Guard ramp; ltd svc may be avbl with prior coordination C508–968–6360/6361, DSN 557–6360/6361, or C800–673–1056. Arr acft ctc Cape Cod Air 345.0, 122.975 or 164.55 15 minutes prior to arrival. Ltd Fuel avbl dependent on CG SAR ops. Boarding ramps not avbl.
COMMUNICATIONS: ATIS 120.475 236.825
Ⓡ **APP CON** 118.2 118.75 284.6 (North) 126.3 318.1 (South) Remarks: Opr 5 May–30 Sep, 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡, other times ctc **BOSTON CENTER APP CON** 132.9 387.1
COAST GUARD TOWER 121.0 291.1 236.6 **GND CON** 124.15 275.8
Ⓡ **DEP CON** 284.6 291.1 (North) 318.1 (South) Remarks: 15 May–30 Sep. 1100–0400Z‡, 1 Oct–14 May 1100–0300Z‡), other times ctc **BOSTON CENTER DEP CON** 132.9 387.1
ARNG 242.4 46.85 138.5 **ANG BASE OPS** 372.2
CG CAPE COD AIR 122.975 164.55 345.0 (164.55 VHF–FM). Remarks: (345.0 Opr Mon–Fri 1230–2030Z‡ except holidays.)
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
OTIS (L) TACAN Chan 105 FMH (115.8) N41°39.58′ W70°30.84′ at fld. 120/15W. No NOTAM MP Mon 1500–1600Z‡.
ILS Y 110.1 I–FMH Rwy 23. Back course unusable. No NOTAM MP Tue and Thu 1230–1430Z‡.
ILS 109.9 I–BNX Rwy 32. Back course unusable. No NOTAM MP Tue and Thu 1230–1430Z‡.

LOC I-FMH	APP CRS	Rwy ldg	8000
110.1	234°	TDZE	125
		Apt Elev	130

COPTER ILS or LOC/DME RWY 23

FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

NA

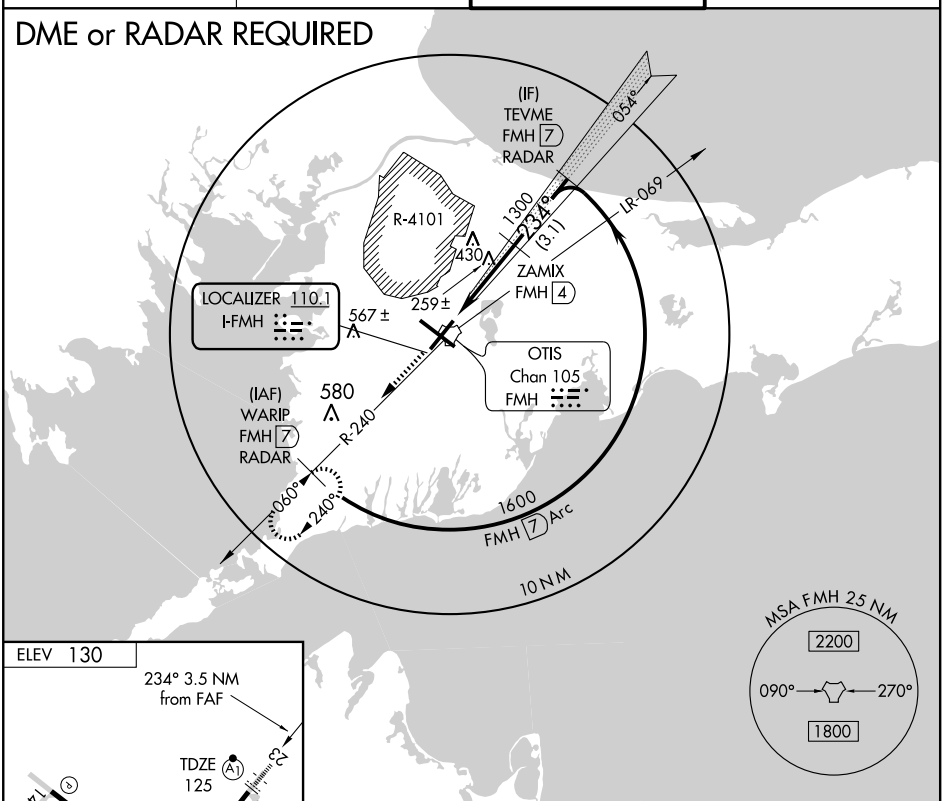
TACAN required. United States Coast Guard use only. For inoperative ALSF-1, increase S-ILS-23 and S-LOC 23 visibility to RVR 2400. DME from FMH TACAN. Simultaneous reception of I-FMH and FMH DME required.

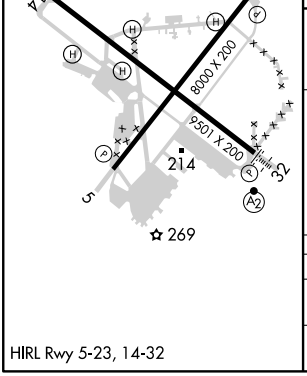
ALSF-1

MISSED APPROACH: Climb to 1600 via FMH R-240 to WARIP/FMH 7 DME/RADAR and hold.

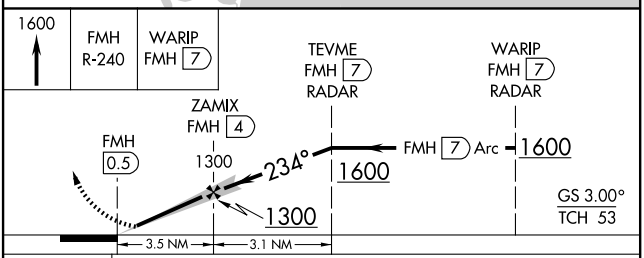
ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

DME or RADAR REQUIRED





HIRL Rwy 5-23, 14-32



CATEGORY	COPTER	
S-ILS 23	225/12	100 (100-¼)
S-LOC 23	520/12	395 (400-¼)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-FMH	APP CRS	Rwy ldg	8000
110.1	234°	TDZE	125
		Apt Elev	130

ILS or LOC RWY 23

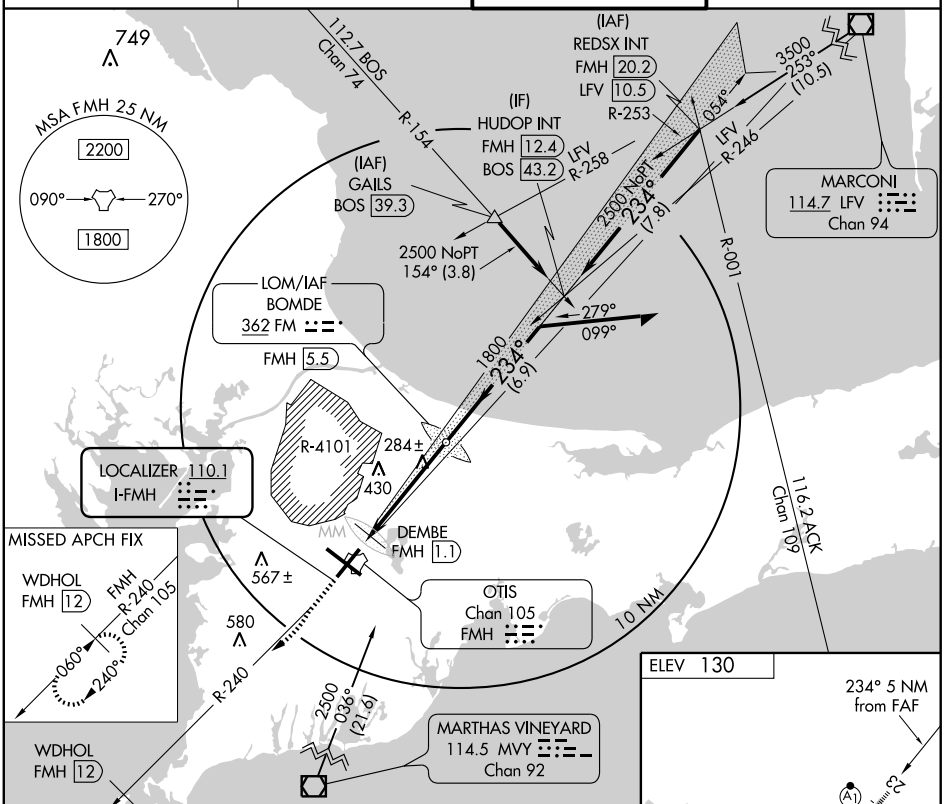
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

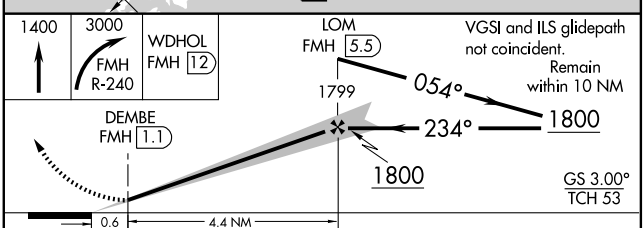
Circling NA NE of Rwy 14 and NW of Rwy 23.
TACAN Required.

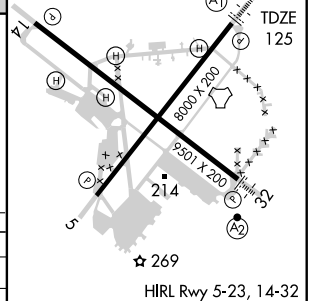
ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-ILS 23	325/24 200 (200-½)			
S-LOC 23	640/24 515 (600-½)		640/50 515 (600-1)	640/60 515 (600-1¼)
CIRCLING	640-1 510 (600-1)		640-1½ 510 (600-1½)	680-2 550 (600-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BNX	APP CRS	Rwy ldg	9501
109.9	322°	TDZE	117
		Apt Elev	130

ILS or LOC RWY 32

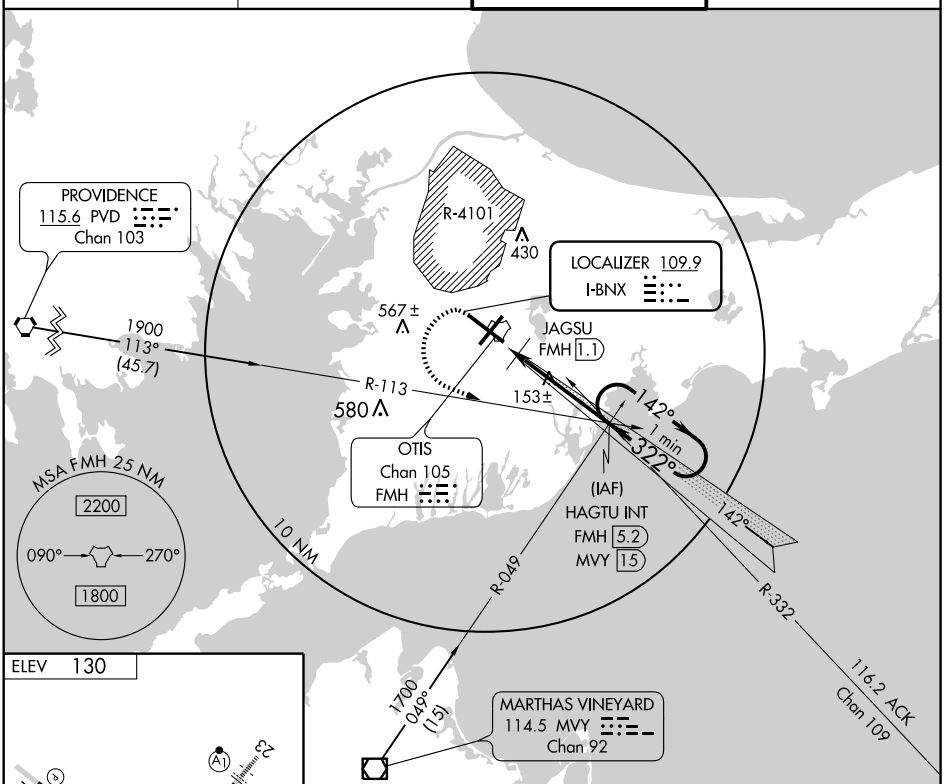
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

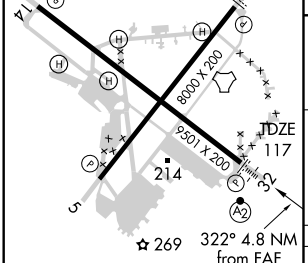
Inoperative table does not apply to S-LOC 32 Cat C.
Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF (A2)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 via heading 112° and I-BNX SE course to HAGTU INT/FMH 5.2 DME and hold.

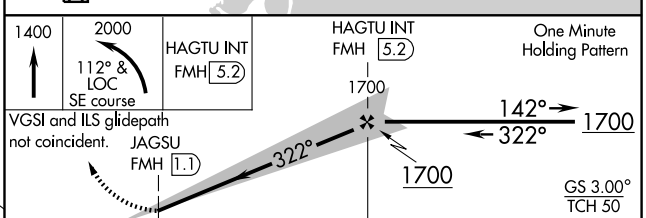
ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





HIRL Rwy 5-23, 14-32

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 32	317-¾ 200 (200-¾)			
S-LOC 32	540-¾ 423 (500-¾)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NDB FM	APP CRS	Rwy ldg	8000
362	234°	TDZE	125
		Apt Elev	130

NDB RWY 23

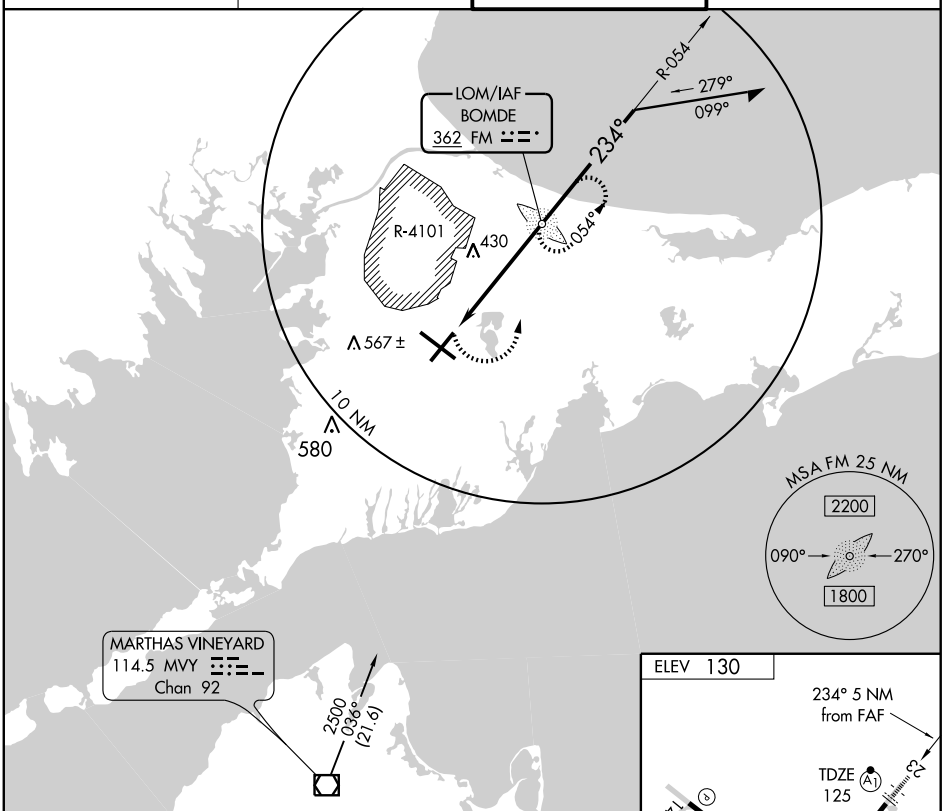
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

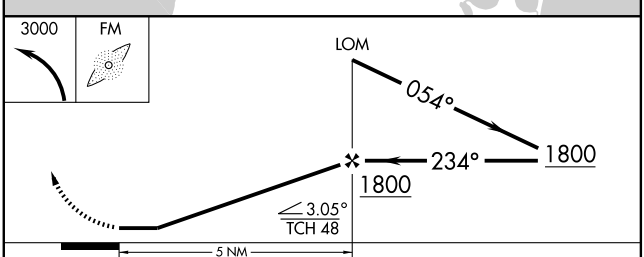
Circling NA NE of Rwy 14 and NW of Rwy 23.

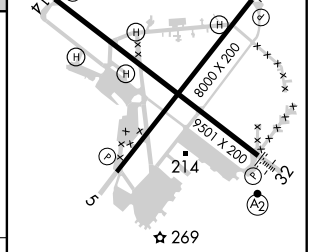
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3000 direct FM LOM and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-23	780/40	655 (700-¾)	780/60 655 (700-1¼)	780 - 1¾ 655 (700-1¾)
CIRCLING	780-1	650 (700-1)	780-1¾ 650 (700-1¾)	780-2 650 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:01	3:21	2:31	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 063°	Rwy ldg 8000 TDZE 117 Apt Elev 130

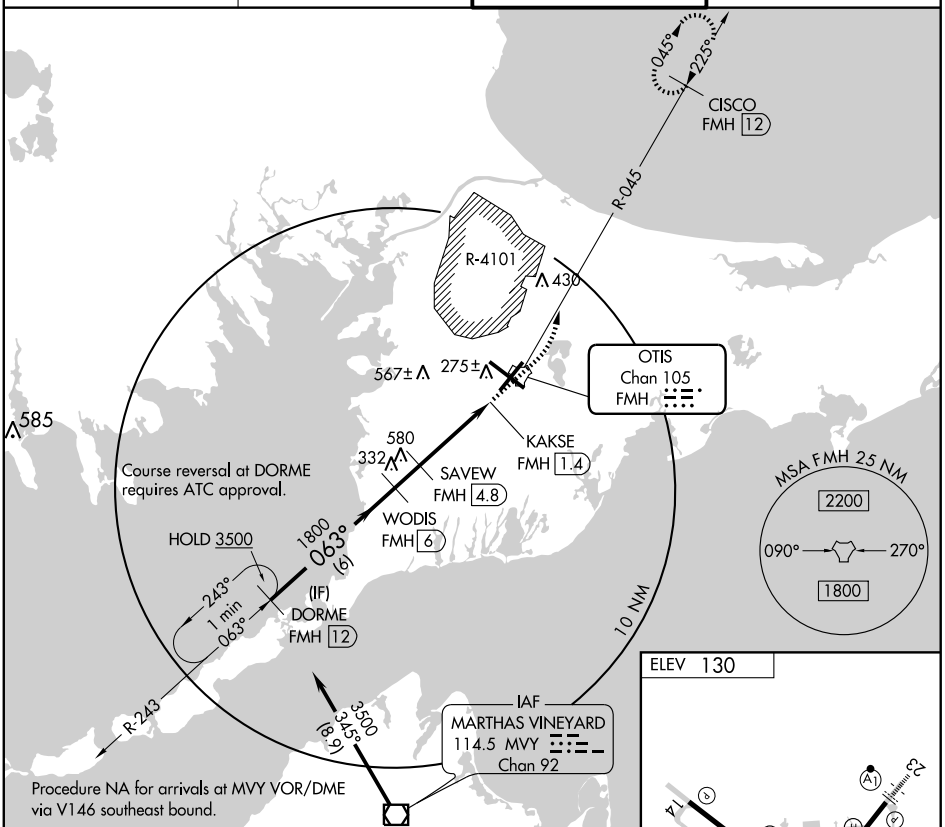
TACAN RWY 5

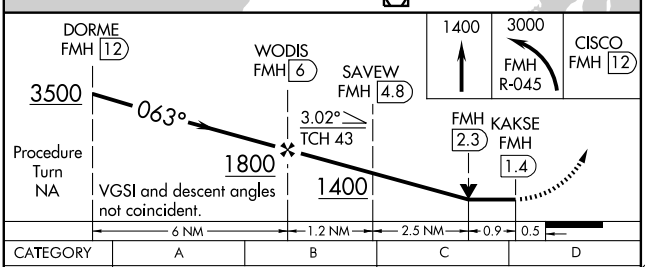
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

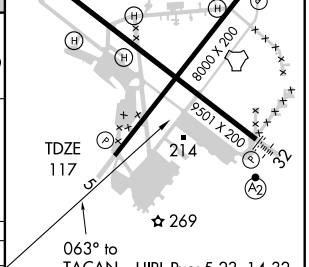
Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-5	540-1 423 (500-1)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 134°	Rwy ldg 9501 TDZE 130 Apt Elev 130

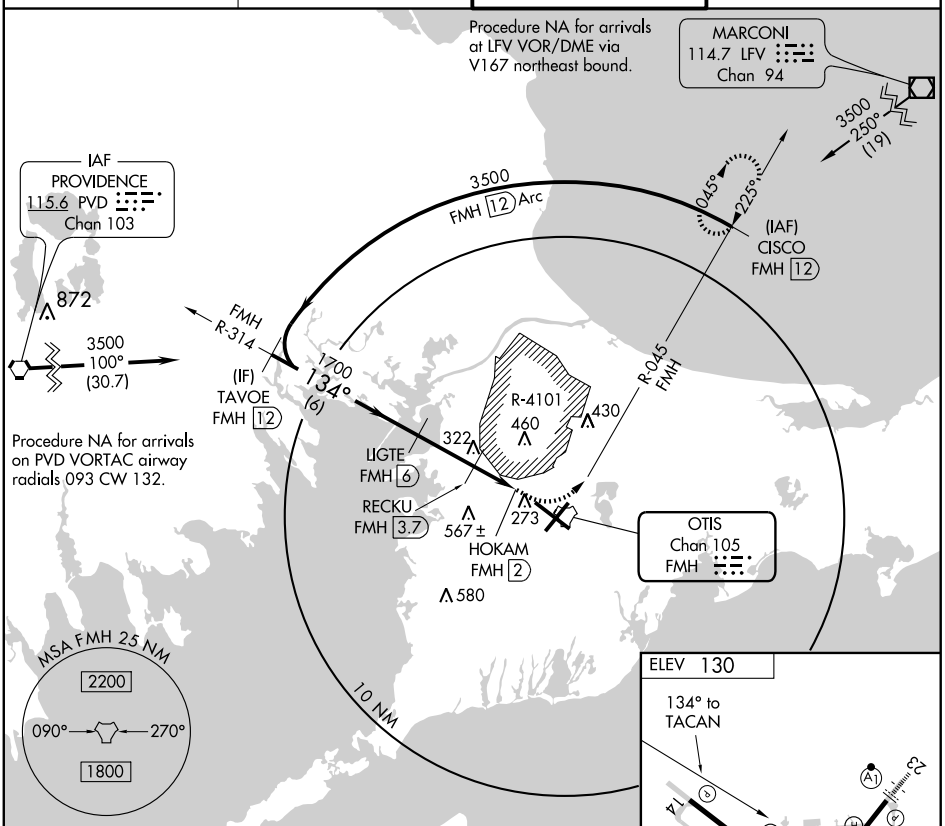
TACAN RWY 14

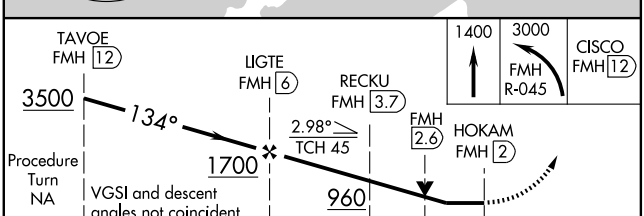
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

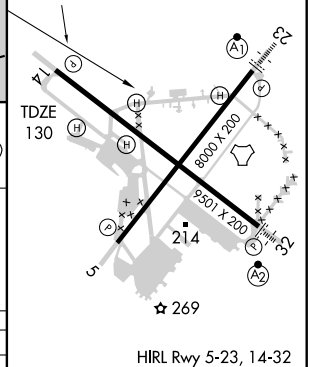
Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-14	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 222°	Rwy ldg 8000 TDZE 125 Apt Elev 130

TACAN RWY 23

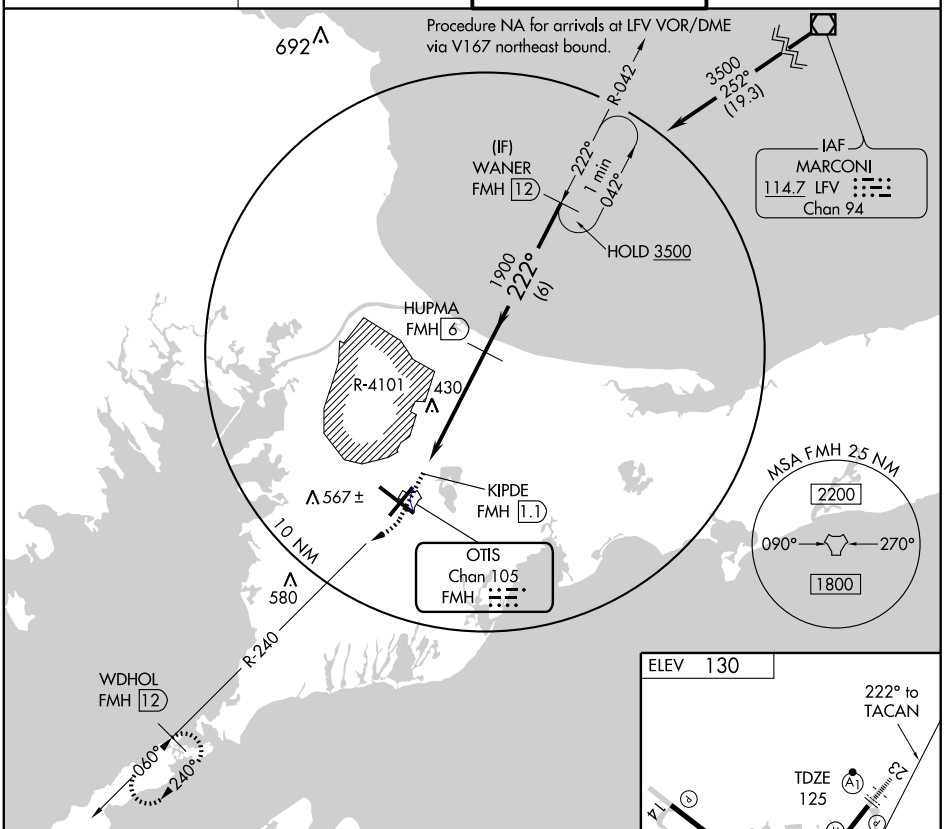
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

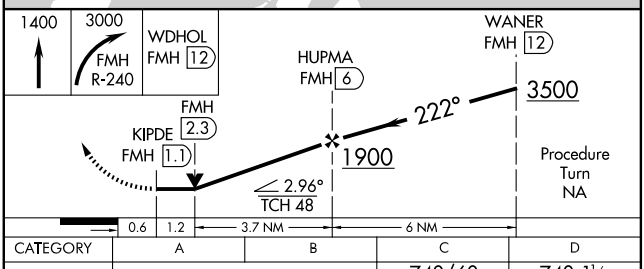
Circling NA NE of Rwy 14 and NW of Rwy 23.

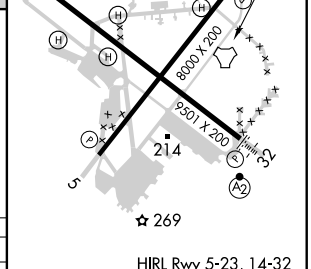
ALSF-1 (A1)

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH TACAN R-240 to WDHOL/FHM 12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-23	740/24 615 (700-½)		740/60 615 (700-1¼)	740-1½ 615 (700-1½)
CIRCLING	740-1 610 (700-1)		740-1¾ 610 (700-1¾)	740-2 610 (700-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN FMH Chan 105	APP CRS 336°	Rwy ldg 9501 TDZE 117 Apt Elev 130

TACAN RWY 32

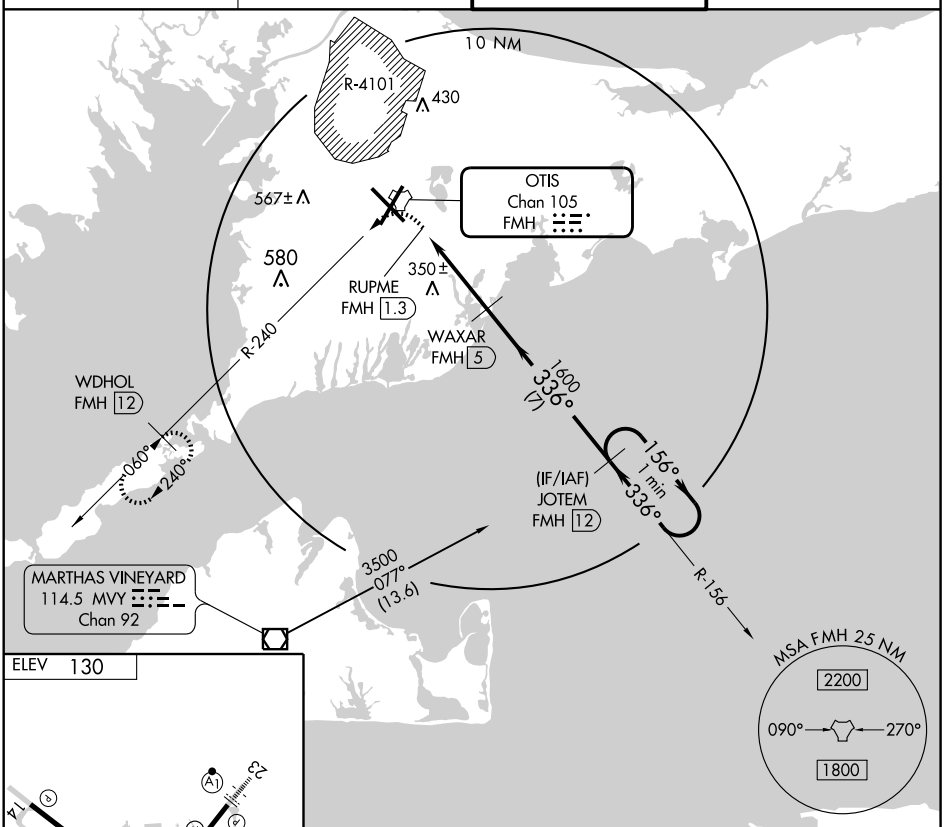
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

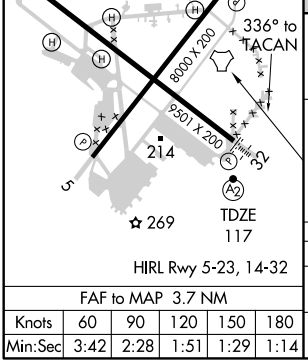
Inoperative table does not apply to Cat C.
Circling NA NE of Rwy 14 and NW of Rwy 23.

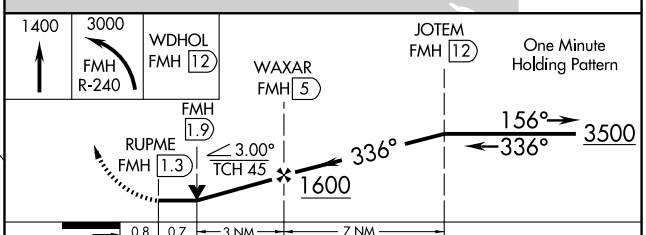
SALSF (A2)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

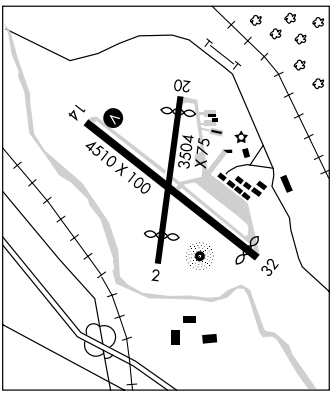
CATEGORY	A	B	C	D
S-32	620-¾ 503 (500-¾)		620-1½ 503 (500-1½)	
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

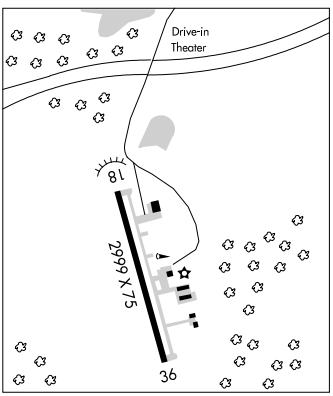
FALMOUTH AIRPARK (5B6) 4 NE UTC−5(−4DT) N41°35.14′ W70°32.42′ **NEW YORK**
43 B S2 **FUEL** 100LL TPA—1043(1000) NOTAM FILE BDR
RWY 07–25: H2298X40 (ASPH) S–4 LIRL
RWY 07: TRCV(TRIL). Trees. Rgt tfc. **RWY 25:** TRCV(TRIL). Trees.
AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1300–2130Z‡, Sep–May irregularly. CAUTION: Turf around Rwy 07–25 soft after rain. Be aware of hi speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Airport CLOSED to acft exceeding 5000 lbs published maximum gross weight. Transient ops daytime only. No night transient tkfs or ldgs. ACTIVATE LIRL Rwy 07–25 and TRIL Rwys 07 and 25—122.7. Prop–locks required for all acft remaining overnight.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

FITCHBURG MUNI (FIT) 3 SE UTC−5(−4DT) N42°33.25′ W71°45.54′ **NEW YORK**
348 B S4 **FUEL** 100LL, JET A OX 3 TPA–1350(1002) NOTAM FILE FIT **L–33C, 34J**
RWY 14–32: H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW **IAP**
RWY 14: VASI(V2L)—GA 3.0°. Trees.
RWY 32: REIL. Thld dsplcd 242′. Trees.
RWY 02–20: H3504X75 (ASPH) S–30, D–41 0.5% up N
RWY 02: Thld dsplcd 567′. Trees.
RWY 20: Thld dsplcd 459′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Sfc winds less than 5 kts preferred Rwy 32. ACTIVATE VASI Rwy 14; MIRL Rwy 14–32; REIL Rwy 32—123.0. Rotating bcn not avbl during dalgt IFR conditions. Twy lgts last third of twy to Rwy 20 unlgtd. Ldg fee for corporate and commercial flights only.
WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 118.025 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 102° 13.3 NM to fld. 1280/14W
NDB (MHW) 365 FIT N42°33.06′ W71°45.43′ at fld. NDB located 1207′ from apch end Rwy 32; offset 565′ left of centerline.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



GARDNER N42°32.76′ W72°03.49′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 110.6 GDM Chan 43 097° 1.9 NM to Gardner Muni. 1280/14W. **H–11D, 12J, L–33C, 34J**
RCO 122.1R 110.6T (BRIDGEPORT RADIO)

GARDNER MUNI (GDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′ **NEW YORK**
955 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
RWY 18–36: H2999X75 (ASPH) S–25 MIRL 1.0% up N **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. No radio controlled aircraft on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.6T (BRIDGEPORT RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097° 1.9 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

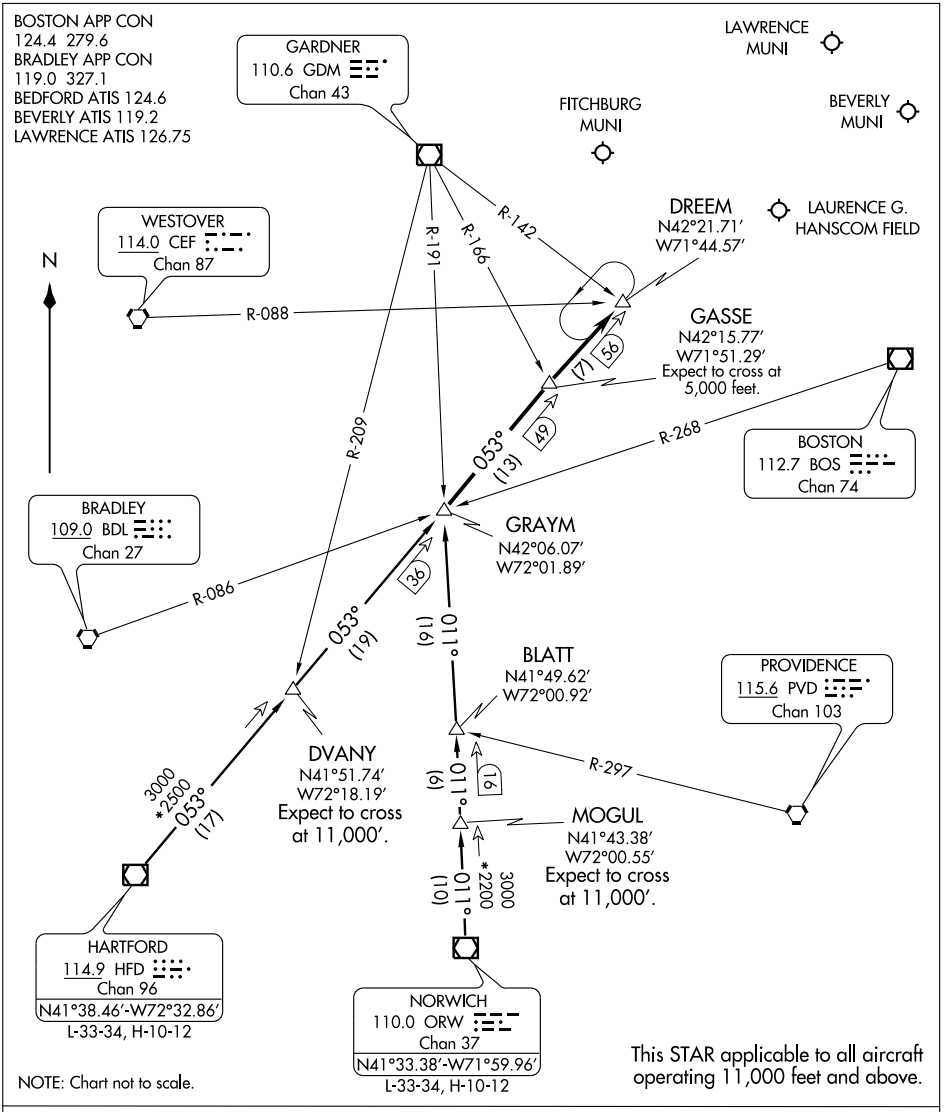


GENERAL EDWARD LAWRENCE LOGAN INTL (See BOSTON)

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

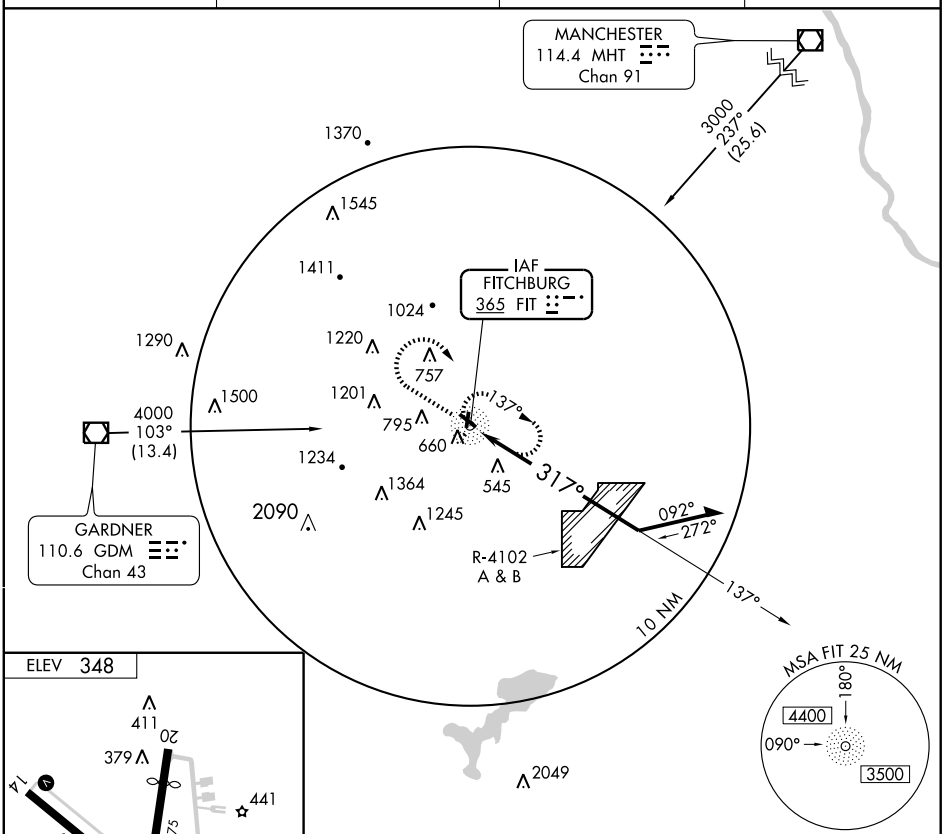
(GRAYM.GRAYM2) 09183

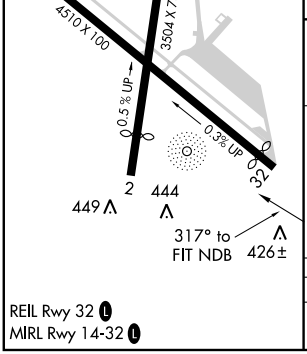
NDB FIT	APP CRS	Rwy ldg	N/A
365	317°	TDZE	N/A
		Apt Elev	348

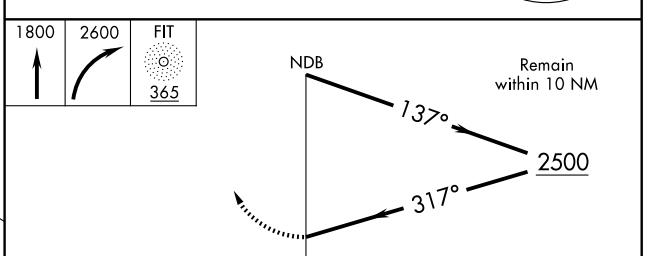
NDB-A
FITCHBURG MUNI (FIT)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2600 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
CIRCLING	1180-1 832 (900-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010

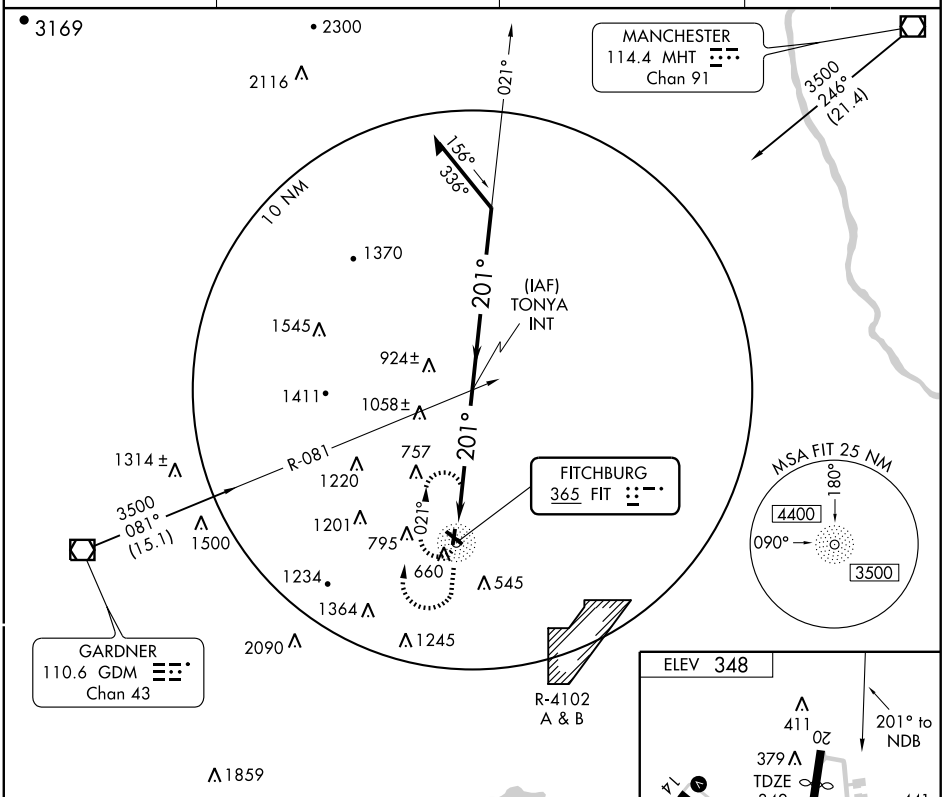
NDB FIT	APP CRS	Rwy ldg	3043
365	201°	TDZE	342
		Apt Elev	348

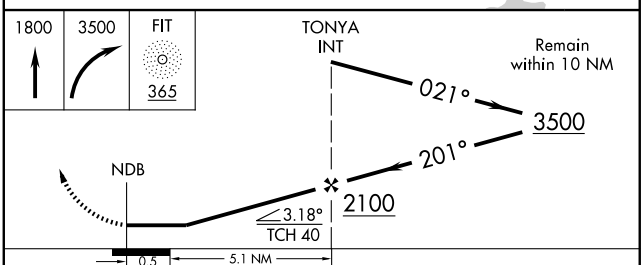
NDB RWY 20
FITCHBURG MUNI (FIT)

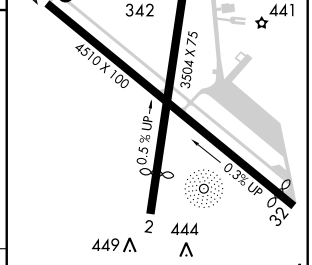
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-20	1280-1¼ 938 (1000-1¼)		1280-2¾ 938 (1000-2¾)	NA
CIRCLING	1280-1¼ 932 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4510
158°	TDZE	340
	Apt Elev	348

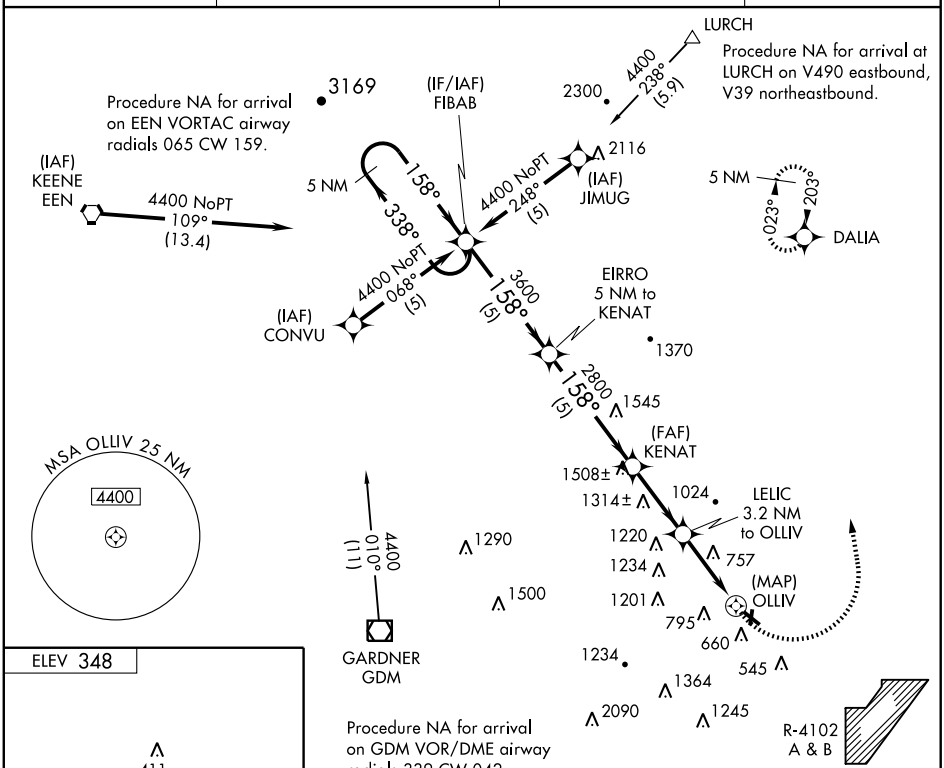
AL-747 (FAA)

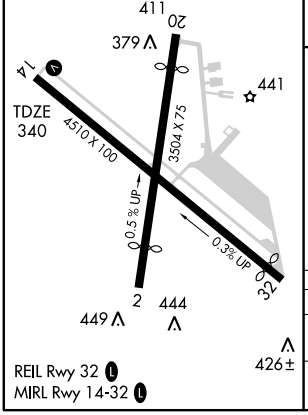
RNAV (GPS) RWY 14
FITCHBURG MUNI (FIT)

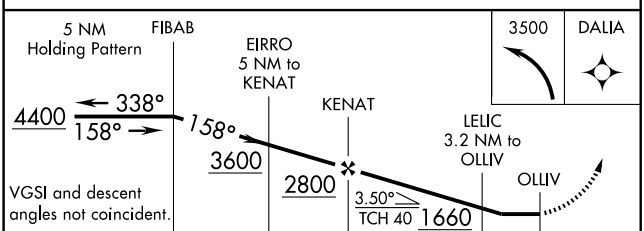
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1320-1¼ 980 (1000-1¼)	1320-1½ 980 (1000-1½)	1320-3 980 (1000-3)	NA
CIRCLING	1320-1¼ 972 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

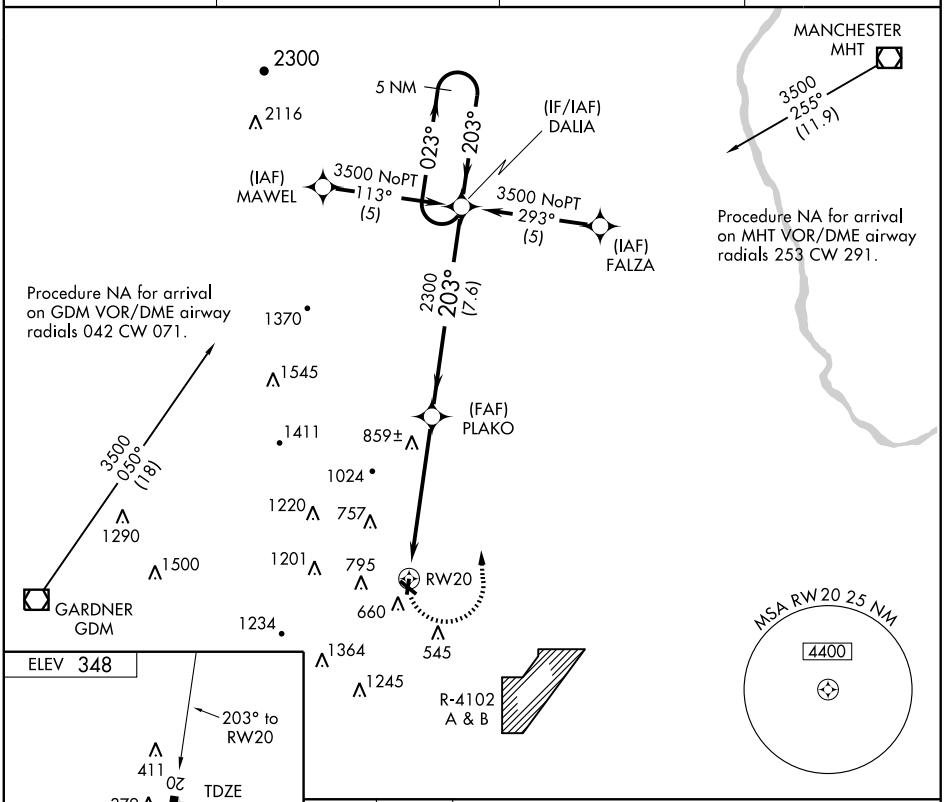
APP CRS	Rwy ldg	3043
203°	TDZE	342
	Apt Elev	348

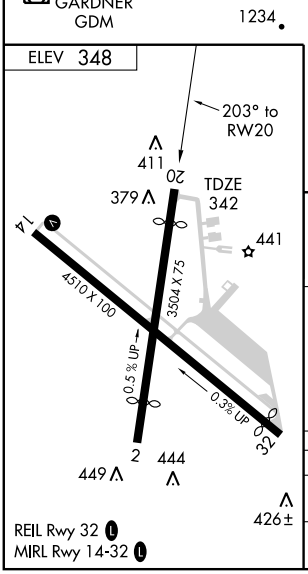
RNAV (GPS) RWY 20
FITCHBURG MUNI (FIT)

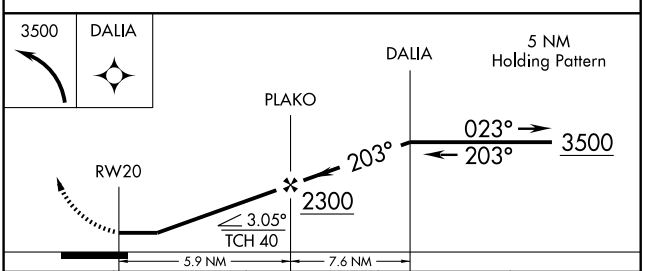
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 778 (800-1)	1120-1¼ 778 (800-1¼)	1120-2¼ 778 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

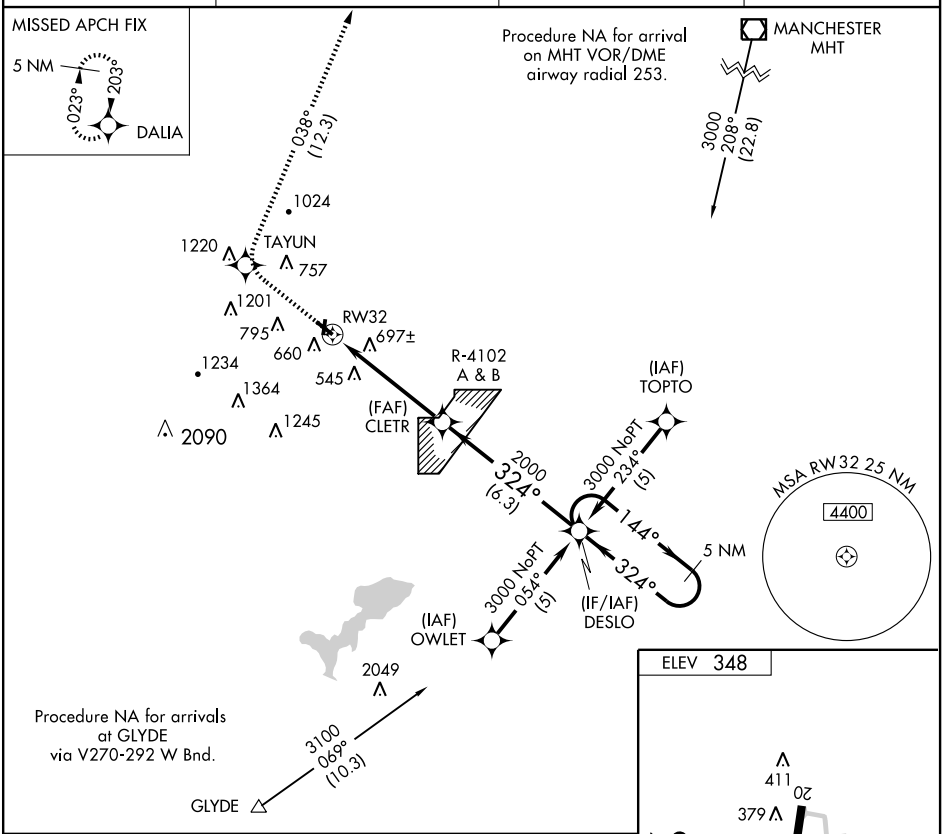
APP CRS	Rwy ldg	4269
324°	TDZE	335
	Apt Elev	348

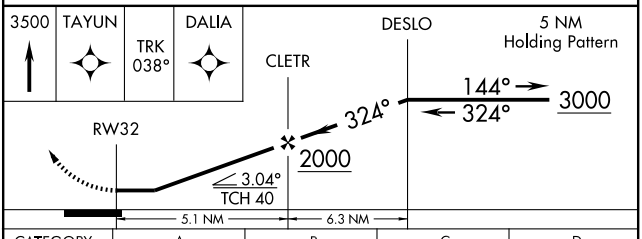
RNAV (GPS) RWY 32
FITCHBURG MUNI (FIT)

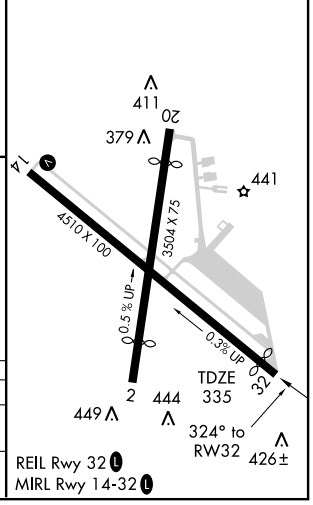
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TAYUN and via 038° track to DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L





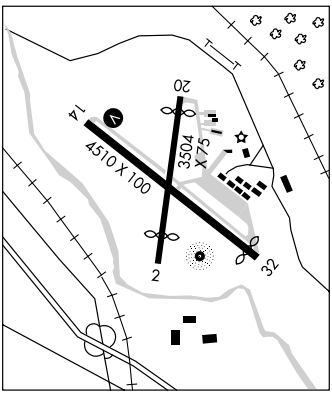


CATEGORY	A	B	C	D
LNAV MDA	1120-1 785 (800-1)	1120-1¼ 785 (800-1¼)	1120-2¼ 785 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

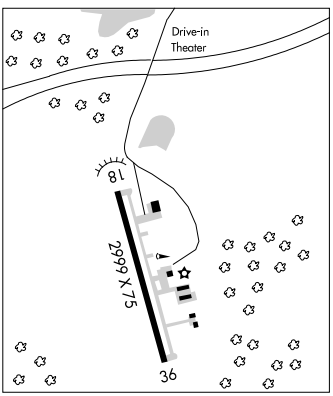
FALMOUTH AIRPARK (5B6) 4 NE UTC−5(−4DT) N41°35.14′ W70°32.42′ **NEW YORK**
43 B S2 **FUEL** 100LL TPA—1043(1000) NOTAM FILE BDR
RWY 07–25: H2298X40 (ASPH) S–4 LIRL
RWY 07: TRCV(TRIL). Trees. Rgt tfc. **RWY 25:** TRCV(TRIL). Trees.
AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1300–2130Z‡, Sep–May irregularly. CAUTION: Turf around Rwy 07–25 soft after rain. Be aware of hi speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Airport CLOSED to acft exceeding 5000 lbs published maximum gross weight. Transient ops daytime only. No night transient tkfs or ldgs. ACTIVATE LIRL Rwy 07–25 and TRIL Rwys 07 and 25—122.7. Prop–locks required for all acft remaining overnight.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.

FITCHBURG MUNI (FIT) 3 SE UTC−5(−4DT) N42°33.25′ W71°45.54′ **NEW YORK**
348 B S4 **FUEL** 100LL, JET A OX 3 TPA–1350(1002) NOTAM FILE FIT **L–33C, 34J**
RWY 14–32: H4510X100 (ASPH) S–30, D–41 MIRL 0.3% up NW **IAP**
RWY 14: VASI(V2L)—GA 3.0°. Trees.
RWY 32: REIL. Thld dsplcd 242′. Trees.
RWY 02–20: H3504X75 (ASPH) S–30, D–41 0.5% up N
RWY 02: Thld dsplcd 567′. Trees.
RWY 20: Thld dsplcd 459′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Sfc winds less than 5 kts preferred Rwy 32. ACTIVATE VASI Rwy 14; MIRL Rwy 14–32; REIL Rwy 32—123.0. Rotating bcn not avbl during dalgt IFR conditions. Twy lgts last third of twy to Rwy 20 unlgtd. Ldg fee for corporate and commercial flights only.
WEATHER DATA SOURCES: ASOS 135.175 (978) 343–9121
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 118.025 (BRIDGEPORT RADIO)
Ⓡ **BOSTON APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 102° 13.3 NM to fld. 1280/14W
NDB (MHW) 365 FIT N42°33.06′ W71°45.43′ at fld. NDB located 1207′ from apch end Rwy 32; offset 565′ left of centerline.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



GARDNER N42°32.76′ W72°03.49′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 110.6 GDM Chan 43 097° 1.9 NM to Gardner Muni. 1280/14W. **H–11D, 12J, L–33C, 34J**
RCO 122.1R 110.6T (BRIDGEPORT RADIO)

GARDNER MUNI (GDM) 2 SW UTC−5(−4DT) N42°32.99′ W72°00.96′ **NEW YORK**
955 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
RWY 18–36: H2999X75 (ASPH) S–25 MIRL 1.0% up N **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. No radio controlled aircraft on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 110.6T (BRIDGEPORT RADIO)
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
(L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 097° 1.9 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport FSS (BDR) 1–866–293–5149.



GENERAL EDWARD LAWRENCE LOGAN INTL (See BOSTON)

RNAV (GPS)-B
GARDNER MUNI (GDM)

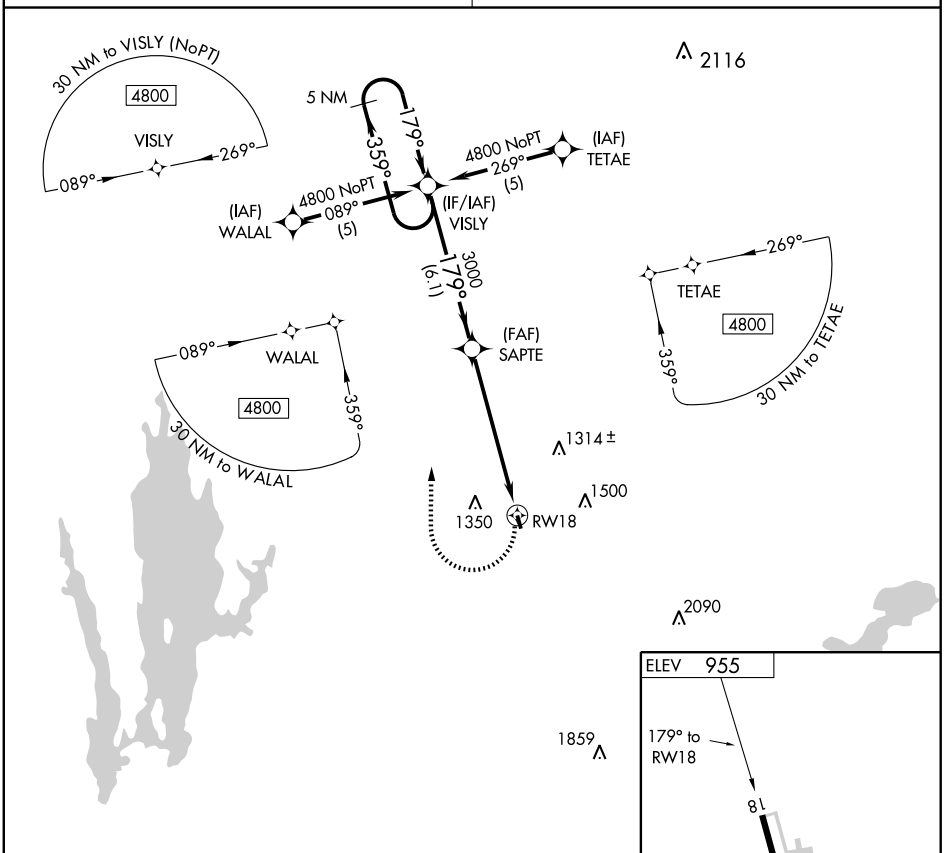
APP CRS	Rwy ldg	N/A
179°	TDZE	N/A
	Apt Elev	955

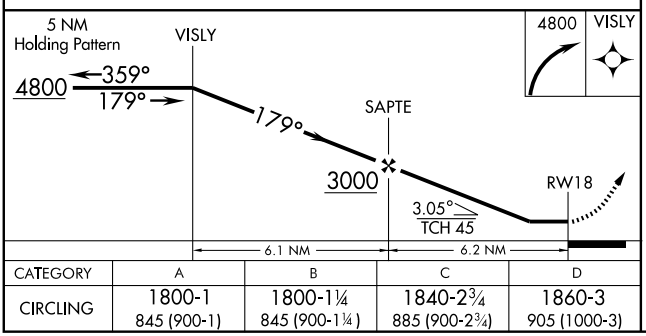
T NA

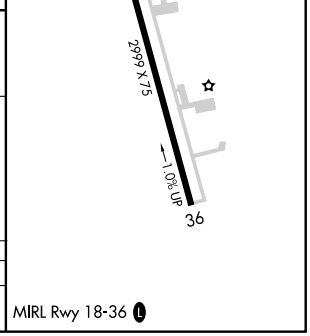
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Orange Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold 4800.

BOSTON CENTER	UNICOM
123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1800-1 845 (900-1)	1800-1¼ 845 (900-1¼)	1840-2¾ 885 (900-2¾)	1860-3 905 (1000-3)

MIRL Rwy 18-36 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GDM 110.6 Chan 43	APP CRS 097°	Rwy ldg N/A TDZE N/A Apt Elev 955

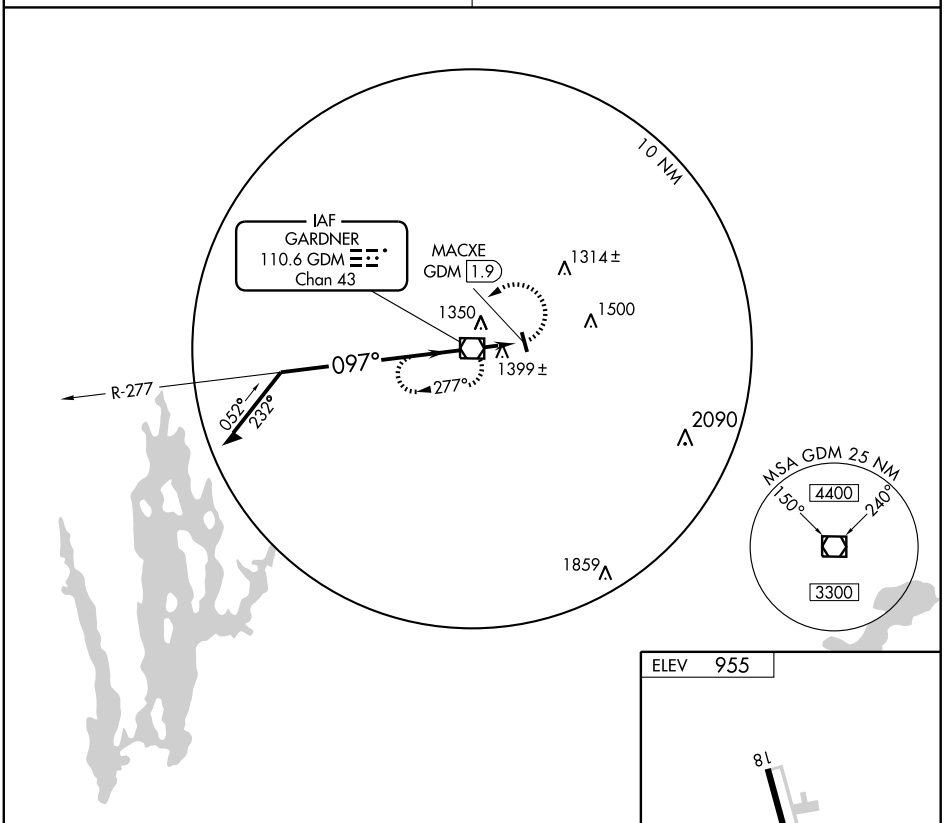
VOR-A
GARDNER MUNI (GDM)

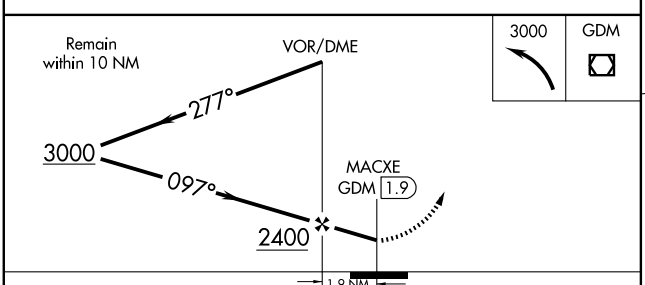
Use Worcester altimeter setting; when not received use Orange Muni altimeter setting and increase all MDA 40 feet.

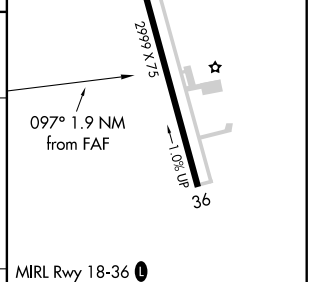
NA

MISSED APPROACH: Climbing left turn to 3000 direct GDM VOR/DME and hold, continue climb-in-hold to 3000.

BOSTON CENTER	UNICOM
123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1760-1 805 (900-1)	1760-1¼ 805 (900-1¼)	1840-2¾ 885 (900-2¾)	1860-3 905 (1000-3)

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

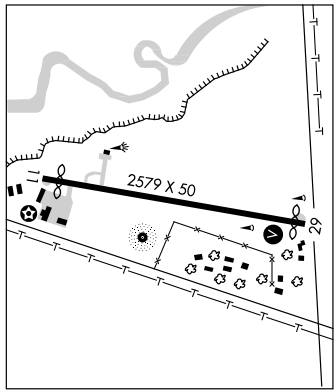
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

GOZZR N42°15.59′ W71°44.12′ NOTAM FILE ORH. NEW YORK
NDB (LOM) 417 EK 289° 6.3 NM to Worchester Rgnl.

GREAT BARRINGTON

WALTER J. KOLADZA (GBR) 2 W UTC−5(−4DT) N42°11.05′ W73°24.19′ NEW YORK
739 B S4 **FUEL** 100LL NOTAM FILE BTV L–33B, 34I
RWY 11–29: H2579X50 (ASPH) S–8 LIRL IAP
RWY 11: REIL. Thld dsplcd 170′. Trees.
RWY 29: VASI(NSTD)—GA 3.0° TCH 13′. Thld dsplcd 75′. Trees.
AIRPORT REMARKS: Attended dalgt hours. Arpt lgts opr dusk–0400Z‡. Deer and birds on and invof arpt. Practice VFR GPS Rwy 11 not authorized when Rwy 29 is in use for student tfc. Touch and go ldg not authorized. Rwy 11 lgtd thld relocated 170 ft; 2409 ft of rwy usable for ngt ops. ACTIVATE LIRL Rwy 11–29; VASI Rwy 29; REIL Rwy 11 and rotating bcn—121.6. VASI OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
ALBANY APP/DEP CON 132.825
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 266° 21.2 NM to fld. 1600/13W.
GREAT BARRINGTON NDB (MHW) 395 GBR N42°10.98′ W73°24.24′ at fld. Unusable byd 15 NM.



GREAT BARRINGTON N42°10.98′ W73°24.24′ NOTAM FILE BTV. NEW YORK
NDB (MHW) 395 GBR at Walter J. Koladza L–33B, 34I
Unusable byd 15 NM.

HAGET N42°38.65′ W71°11.83′ NOTAM FILE LWM. NEW YORK
NDB (LOM) 402 LW 052° 5.5 NM to Lawrence Muni. COPTER

HALIFAX

MONPONSETT POND SPB (MA6) 2 NW UTC−5(−4DT) N42°00.59′ W70°50.59′ NEW YORK
52 S2 **FUEL** 100LL NOTAM FILE BDR COPTER
WATERWAY 17–35: 4600X500 (WATER)
WATERWAY 17: Trees. **WATERWAY 35:** Rgt tfc.
WATERWAY 10–28: 3200X300 (WATER)
WATERWAY 10: P-line. Rgt tfc. **WATERWAY 28:** Trees.
SEAPLANE REMARKS: Attended continuously.
COMMUNICATIONS: CTAF 122.9

HANSON

CRANLAND (28M) 3 SE UTC−5(−4DT) N42°01.51′ W70°50.29′ NEW YORK
71 S2 **FUEL** 100LL NOTAM FILE BDR COPTER
RWY 18–36: H1860X60 (ASPH) S–8
RWY 18: Trees. **RWY 36:** Thld dsplcd 507′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Open excavation and 8′ dirt mound north of Rwy 18–36.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

HARRIMAN–AND–WEST (See NORTH ADAMS)

APP CRS	Rwy ldg	2409
115°	TDZE	739
	Apt Elev	739

GPS RWY 11

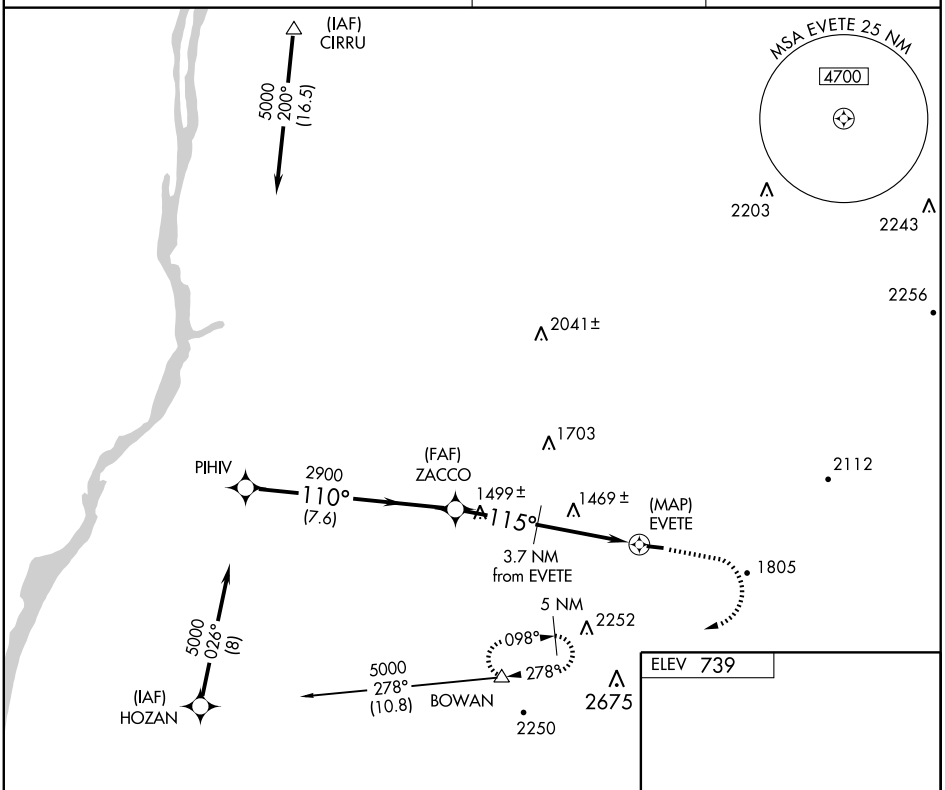
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

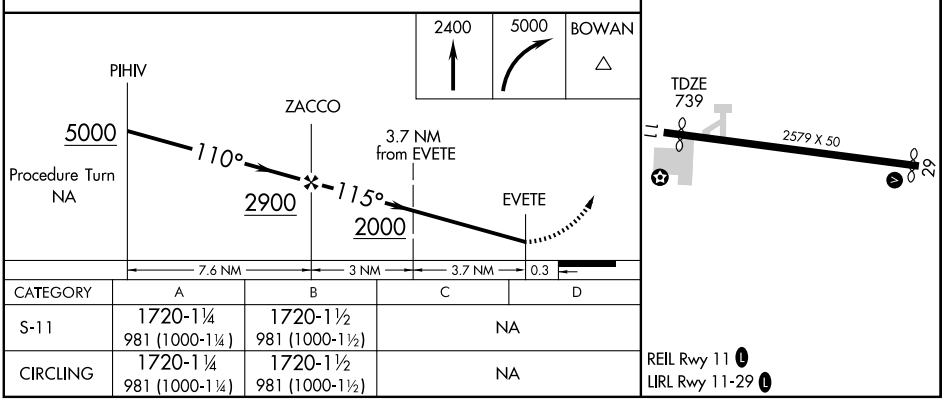
When local altimeter setting not recieved, procedure not authorized.

NA

MISSED APPROACH: Climb to 2400, then climbing right turn to 5000 direct BOWAN WP and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L





CATEGORY	A	B	C	D
S-11	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	
CIRCLING	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NDB GBR	APP CRS	Rwy Idg	N/A
395	346°	TDZE	N/A
		Apt Elev	739

NDB or GPS-A

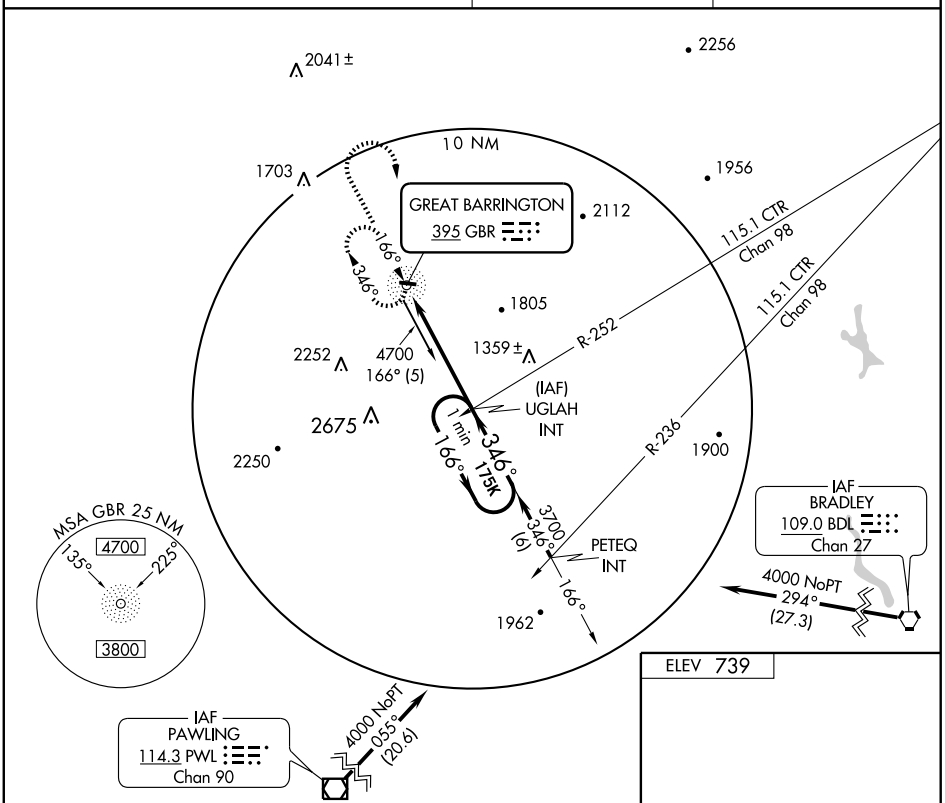
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

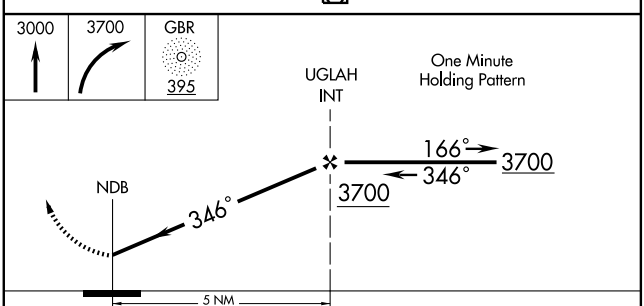
T
A NA

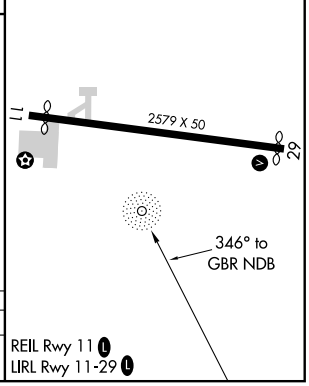
When local altimeter setting not recieved, procedure not authorized.

MISSED APPROACH: Climb to 3000, then climbing right turn to 3700 direct GBR NDB and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L







CATEGORY	A	B	C	D
CIRLCING	1740-1¼ 1001 (1100-1¼)	1740-1½ 1001 (1100-1½)	NA	

REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

HOPEDALE INDUSTRIAL PARK (1B6) 3 SE UTC−5(−4DT) N42°06.39′ W71°30.61′

NEW YORK
L–33C, 34J
IAP

269 B S2 **FUEL** 100LL NOTAM FILE BDR

RWY 18–36: H3172X90 (ASPH) S–12 LIRL 1.0% up N

RWY 18: Trees. **RWY 36:** Thld dsplcd 110′. Trees.

AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. Arpt CLOSED to transient acft SS–SR. Arpt CLOSED to transient student training. Arpt CLOSED to jets and ngt ldgs except PPR call 508–478–1726. Rwy 18 two story house 27′ AGL (291′ MSL) located approximately 400′ NW rwy thld. Rwy lgts and rotating bcn opr dusk–0300Z‡.

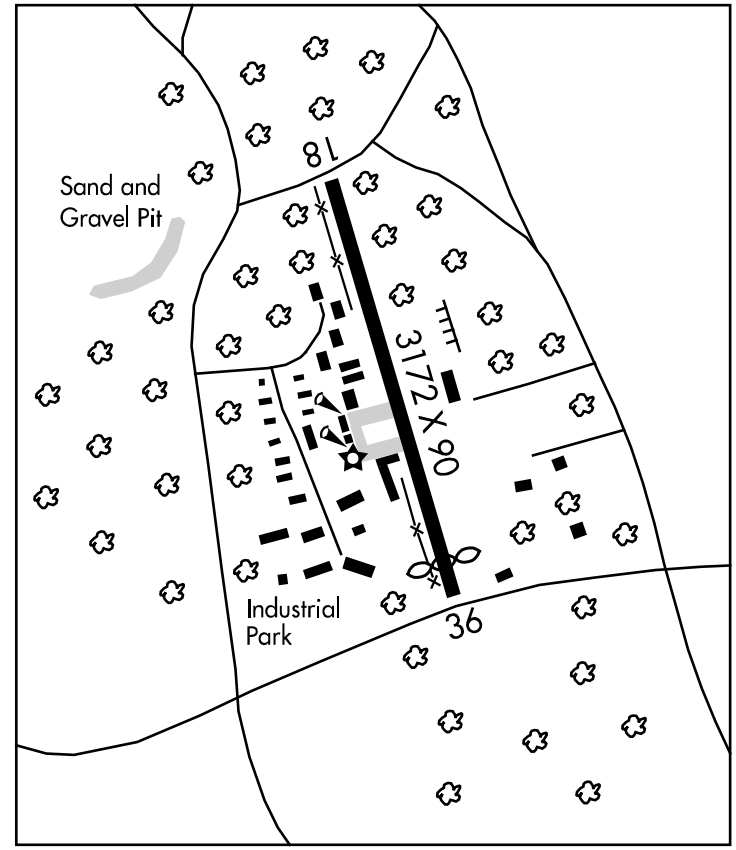
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BRADLEY APP/DEP CON** 119.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 073° 17.5 NM to fld. 650/14W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



HULLZ N42°18.19′ W70°55.31′ NOTAM FILE BOS.

NDB (LOM) 346 LI 330° 5.2 NM to General Edward Lawrence Logan Intl.

HYANNIS N41°40.16′ W70°16.82′

NEW YORK
L–33D

RCO 126.425 (BRIDGEPORT RADIO)

APP CRS	Rwy ldg	N/A
074°	TDZE	N/A
	Apt Elev	269

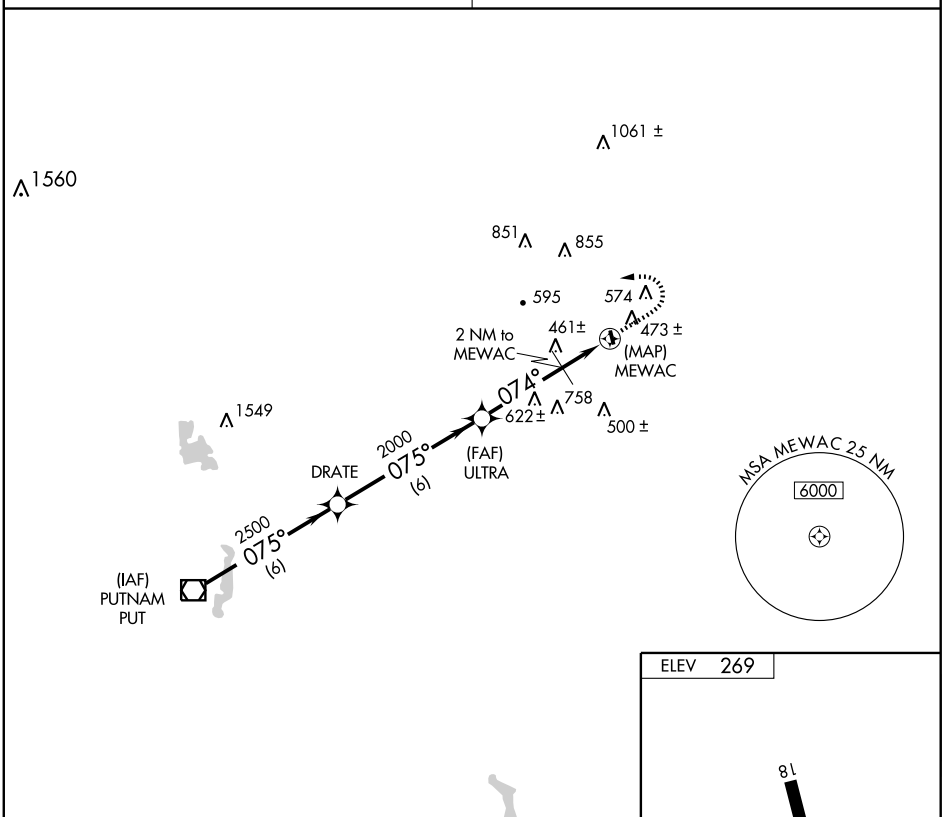
GPS-A
HOPEDALE INDUSTRIAL PARK (1B6)

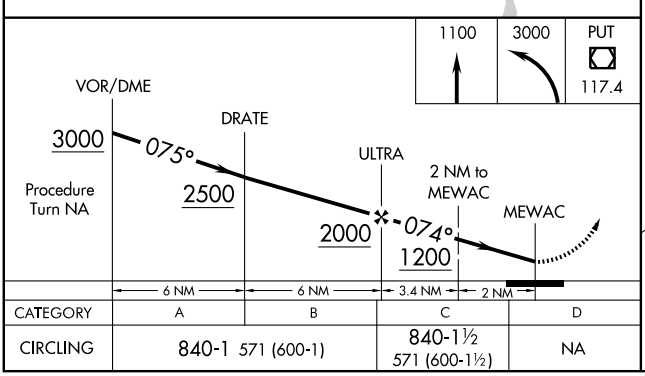
Use North Central, Pawtucket, RI altimeter setting. Procedure NA at night except by prior arrangement for runway lights. Circling Rwy 18 NA at night.

NA

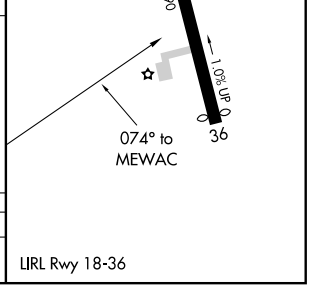
MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct PUT VOR/DME.

BRADLEY APP CON	UNICOM
119.0	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	840-1 571 (600-1)		840-1½ 571 (600-1½)	NA



NE-1, 21 OCT 2010 to 18 NOV 2010

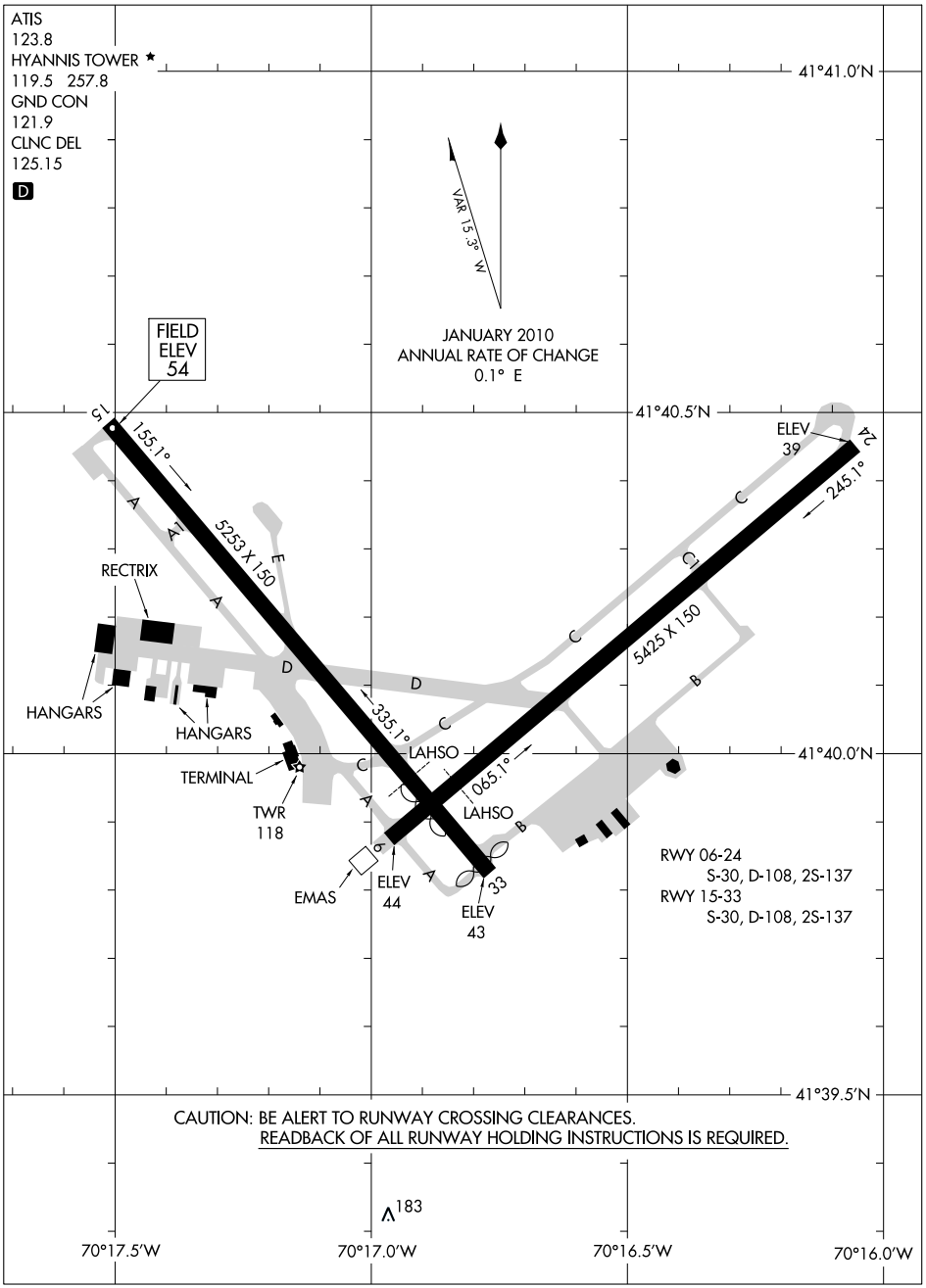
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AL-675 (FAA)

HYANNIS, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HYANNIS, MASSACHUSETTS

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

10210

HYANNIS

BARNSTABLE MUNI–BOARDMAN/POLANDO FLD (HYA) 1 N UTC−5(−4DT)

NEW YORK
H–10J, 11D, 12K, L–33D
IAP, AD

N41°40.16′ W70°16.82′

54 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE HYA

RWY 06–24: H5425X150 (ASPH–GRVD) S–30, D–108, 2S–137 HIRL

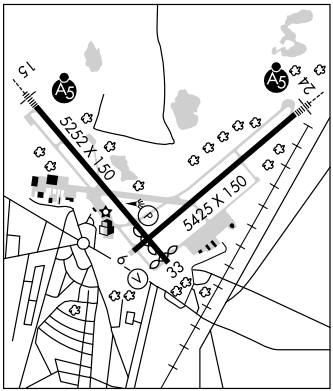
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Thld dsplcd 406′.

RWY 24: MALSR. Train.

RWY 15–33: H5253X150 (ASPH–GRVD) S–30, D–108, 2S–137 HIRL

RWY 15: MALSR. P–line.

RWY 33: VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 150′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 15	06–24	4150
RWY 24	15–33	4650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–5425	TODA–5425	ASDA–5425	LDA–5019
RWY 15:	TORA–5252	TODA–5252	ASDA–5252	LDA–5252
RWY 24:	TORA–5425	TODA–5425	ASDA–5425	LDA–5425
RWY 33:	TORA–5252	TODA–5252	ASDA–5252	LDA–5102

ARRESTING GEAR/SYSTEM

RWY 24: EMAS

AIRPORT REMARKS: Attended continuously. CLOSED to unscheduled air carrier ops with more than 9 passenger seats 0500–1100Z‡ except 1 hr PPR arpt manager 508–778–7770. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Do not confuse Cape Cod CGAS—10 NM W—with Barnstable Muni. Birds, deer, and coyotes on and invof arpt. Arpt has noise abatement ctc arpt manager 508–778–7765. Touch and go ops prohibited between 0200–1059Z‡ unless prior approval by arpt manager. AER 15 is not vsbl from Twy D east of Rwy 15–33. AER 33 not vsbl from Twy E. Twy B from Rwy 33 to east ramp has soft shoulders and marked. Rwy 15 touchdown rwy visual range avbl. All transient and general aviation pilots must ctc arpt ops on frequency 122.95 prior to engine shutdown for airfield escort. ACTIVATE HIRL Rwy 06–24 and HIRL Rwy 15–33 and MALSR Rwys 15 and 24—CTAF. Ldg fee for all acft over 6000 lbs.

WEATHER DATA SOURCES: ASOS (508) 862–2601. LAWRS.

COMMUNICATIONS: CTAF 119.5 **ATIS** 123.8 (508–778–1143) **UNICOM** 122.95

HYANNIS RCO 126.425 (BRIDGEPORT RADIO)

® **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sep 30, (1100–0300Z‡) Oct 1–May 14). **CLNC DEL** 125.15

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sep 30, (0300–1100Z‡) Oct 1–May 14.

HYANNIS TOWER 119.5 1100–0300Z‡. **GND CON** 121.9

AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

MARTHAS VINEYARD (L) VOR/DME 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ 057° 22.2 NM to fld. 60/15W.

BOGEY NDB (LOM) 342 HY N41°42.97′ W70°12.18′ 246° 4.5 NM to fld. Unmonitored when twr clsd.

ILS/DME 108.95 I–BCU Chan 26(Y) Rwy 15. Class IB. (LOC only).

ILS 109.15 I–HYA Chan 28(Y) Rwy 24. Class IT. LOM BOGEY NDB. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower.

KATAMA AIRPARK (See EDGARTOWN)

LAURENCE G HANSCOM FLD (See BEDFORD)

LOC/DME I-BCU	APP CRS	Rwy ldg 5253
108.95	156°	TDZE 54
Chan 26 (Y)		Apt Elev 54

HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

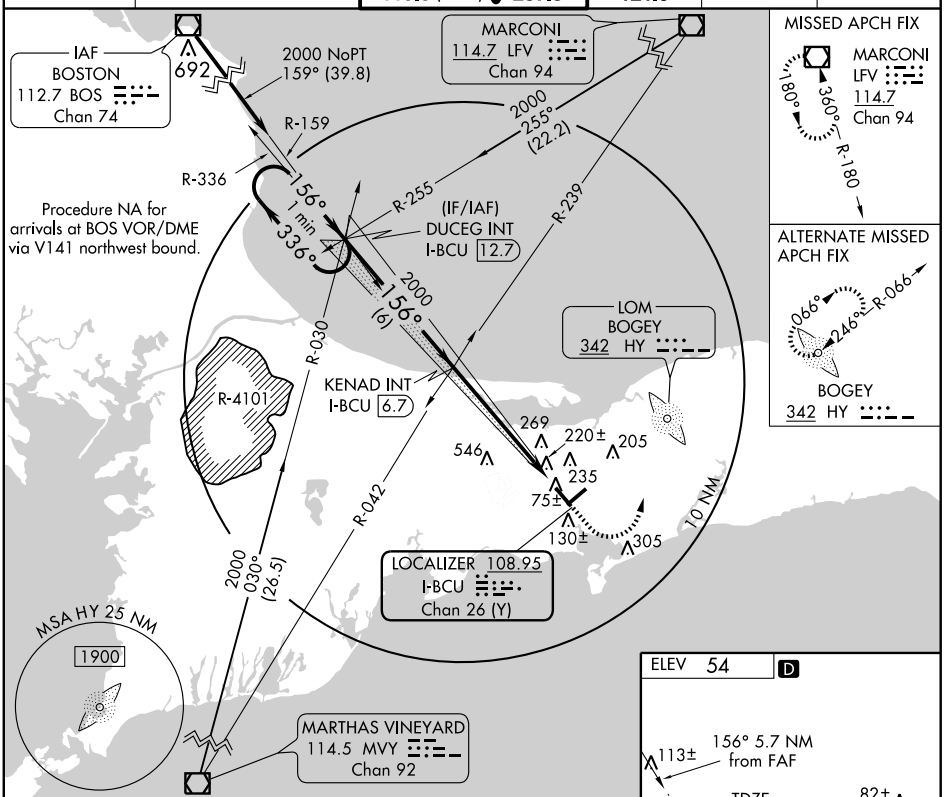
ILS or LOC RWY 15

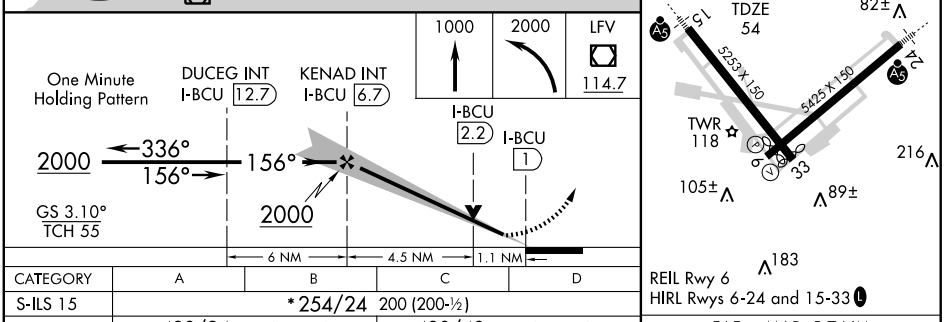
T A * RVR 1800 authorized with the use of FD or AP or HUD to DA. VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet , increase S-LOC 15 Cat D visibility to RVR 5000.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





CATEGORY	A	B	C	D
S-ILS 15	* 254/24 200 (200-½)			
S-LOC 15	480/24 426 (500-½)		480/40 426 (500-¾)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

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NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HYA	APP CRS	Rwy ldg 5425
109.15	246°	TDZE 43
Chan 28 (Y)		Apt Elev 54

HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

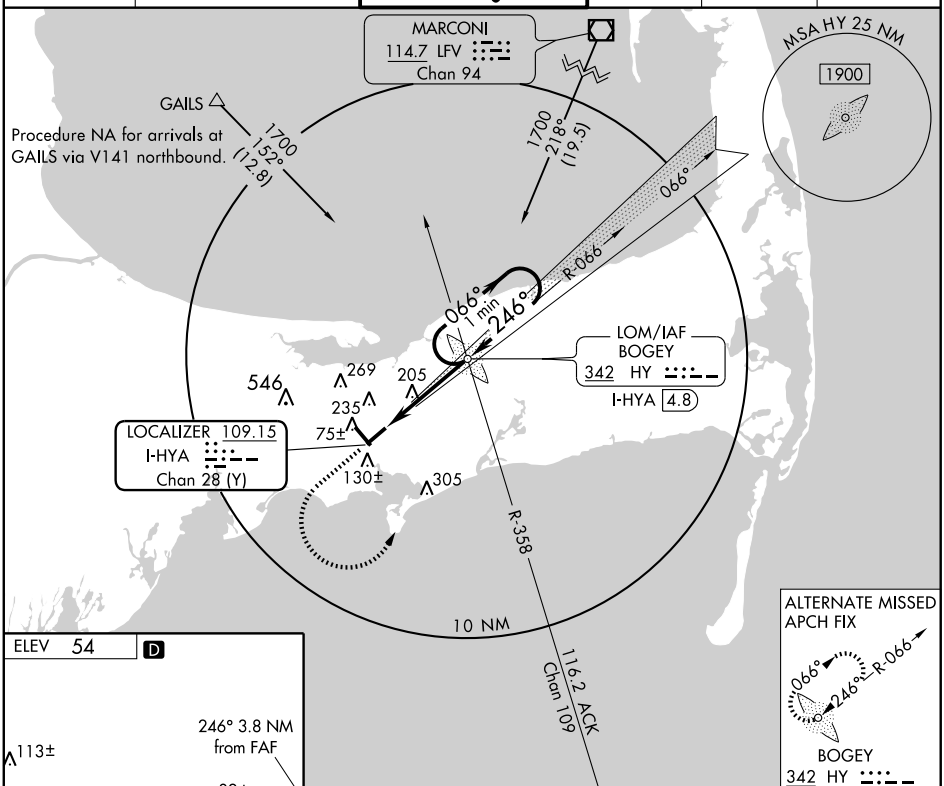
ILS or LOC RWY 24

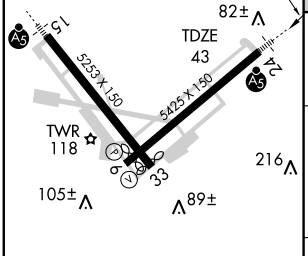
Visibility reduction by helicopters NA. When local altimeter setting not received, use Chatham altimeter setting and increase all DA/MDA 40 feet. Inoperative table does not apply to S-ILS all Cats, S-LOC Cats A and B. For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 via heading 045° and ACK VOR/DME R-358 to BOGEY LOM/INT/I-HYA 4.8 DME and hold.

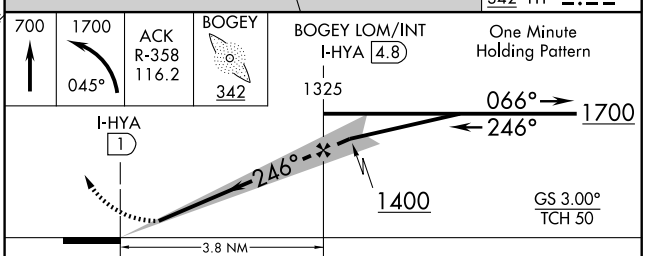
ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 24	293/50		250 (300-1)	
S-LOC 24	460/50		417 (500-1)	
CIRCLING	560-1	506 (600-1)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

WAAS CH 45799 W06A	APP CRS 066°	Rwy ldg 5019 TDZE 45 Apt Elev 54

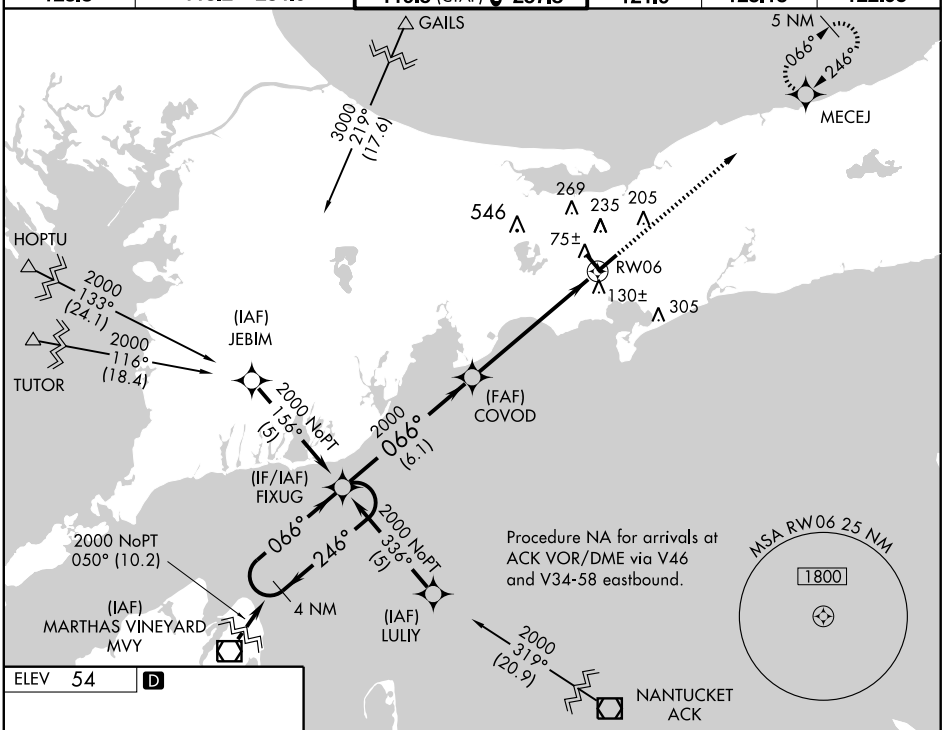
RNAV (GPS) RWY 6

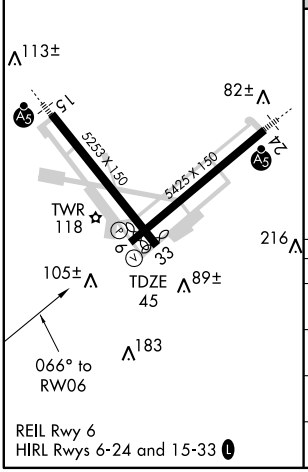
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

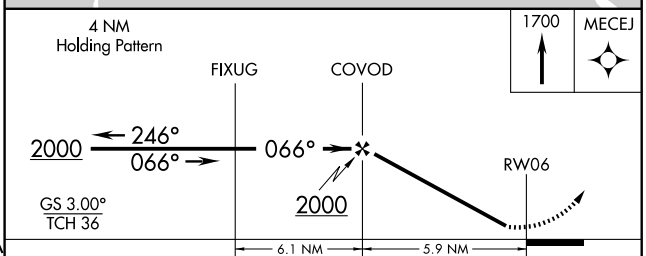
T A W DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). BARO-VNAV NA when using Chatham altimeter setting. If local altimeter setting not received, use Chatham altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 1700 direct MECEJ and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA	316-1 271 (300-1)			
LNAV/VNAV DA	443-1½ 398 (400-1½)			
LNAV MDA	480-1 435 (500-1)		480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
CIRCLING	560-1½ 506 (600-1½)		580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61112 W15A	APP CRS 156°	Rwy ldg 5253 TDZE 54 Apt Elev 54

RNAV (GPS) RWY 15

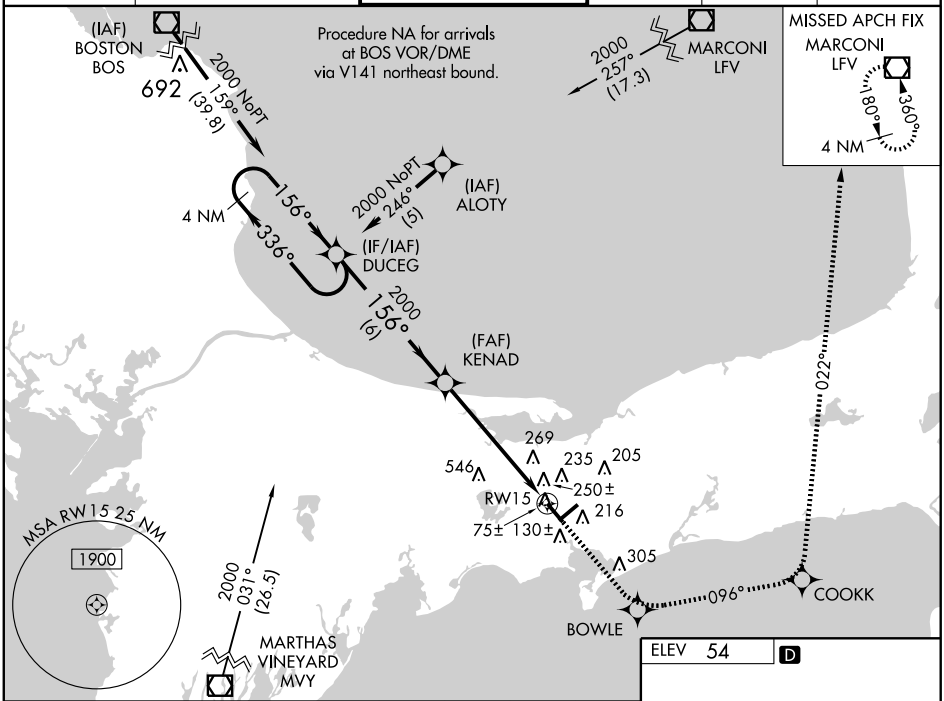
HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP -0.3. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Chatham altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct BOWLE and via 096° track to COOKK and via 022° track to LFV VOR/DME and hold.

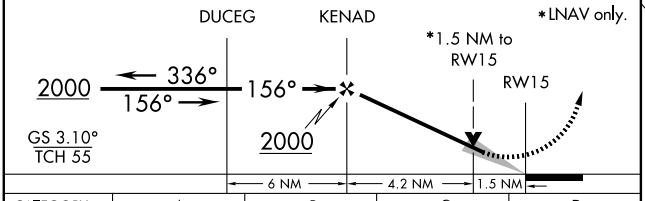
ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95

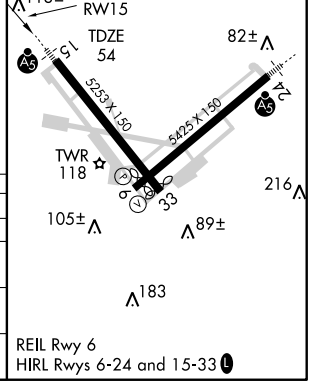


NE-1, 21 OCT 2010 to 18 NOV 2010

4 NM Holding Pattern

2000	BOWLE	096° track	COOKK	022° track	LFV





CATEGORY	A	B	C	D
LPV DA	254/24 200 (200-½)			
LNAV/VNAV DA	569/60 515 (600-1¼)			
LNAV MDA	600/24 546 (600-½)		600/50 546 (600-1)	600/60 546 (600-1¼)
CIRCLING	600-1 546 (600-1)		600-1½ 546 (600-1½)	620-2 566 (600-2)

WAAS CH 77812 W24A	APP CRS 246°	Rwy ldg 5425 TDZE 43 Apt Elev 54

RNAV (GPS) RWY 24

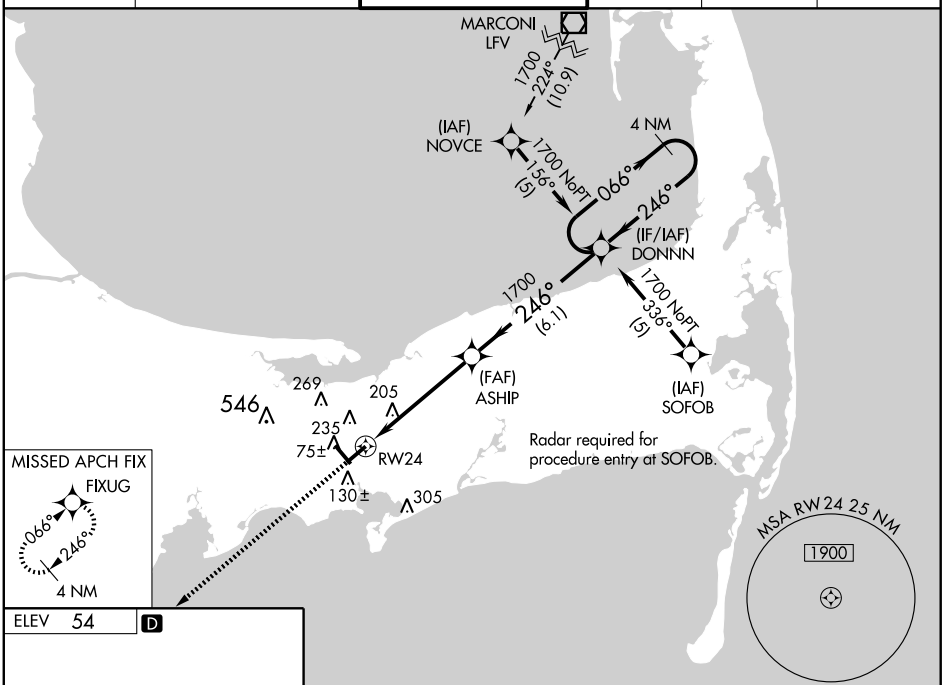
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

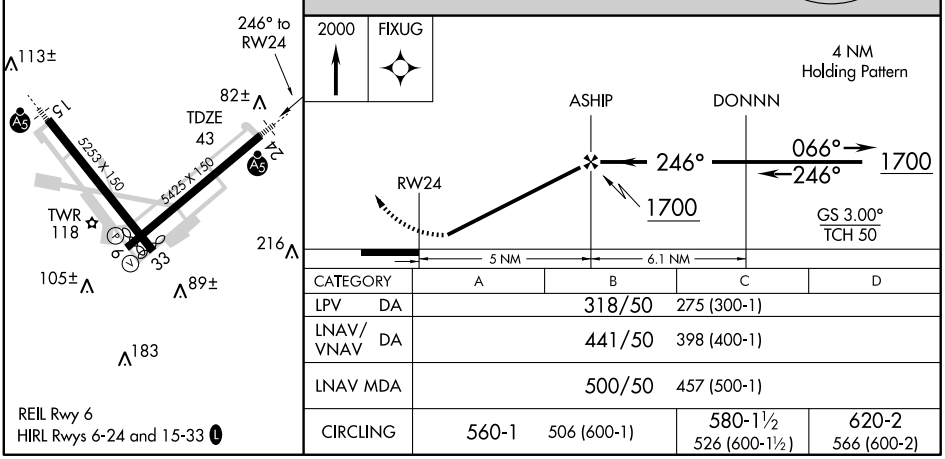
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV NA when using Chatham Muni altimeter setting.
For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000.
Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B.

MALSR

MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





CATEGORY	A	B	C	D
LPV DA	318/50	275 (300-1)		
LNAV/VNAV DA	441/50	398 (400-1)		
LNAV MDA	500/50	457 (500-1)		
CIRCLING	560-1	506 (600-1)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVY	APP CRS	Rwy ldg 5019
114.5	058°	TDZE 45
Chan 92		Apt Elev 54

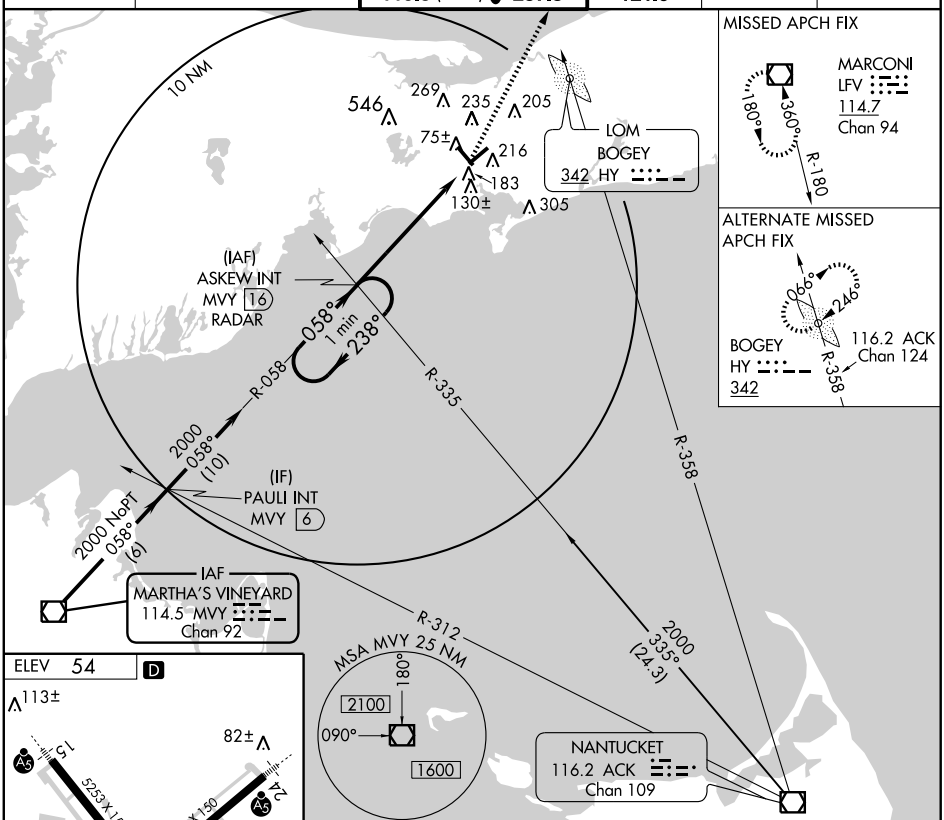
VOR RWY 6

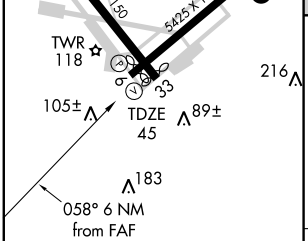
HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

If local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

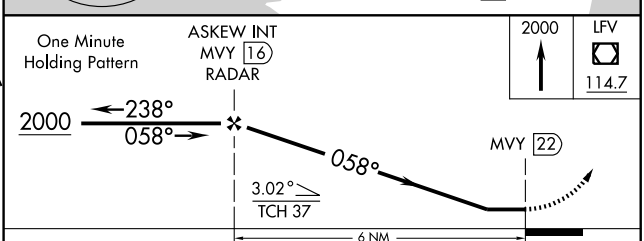
ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





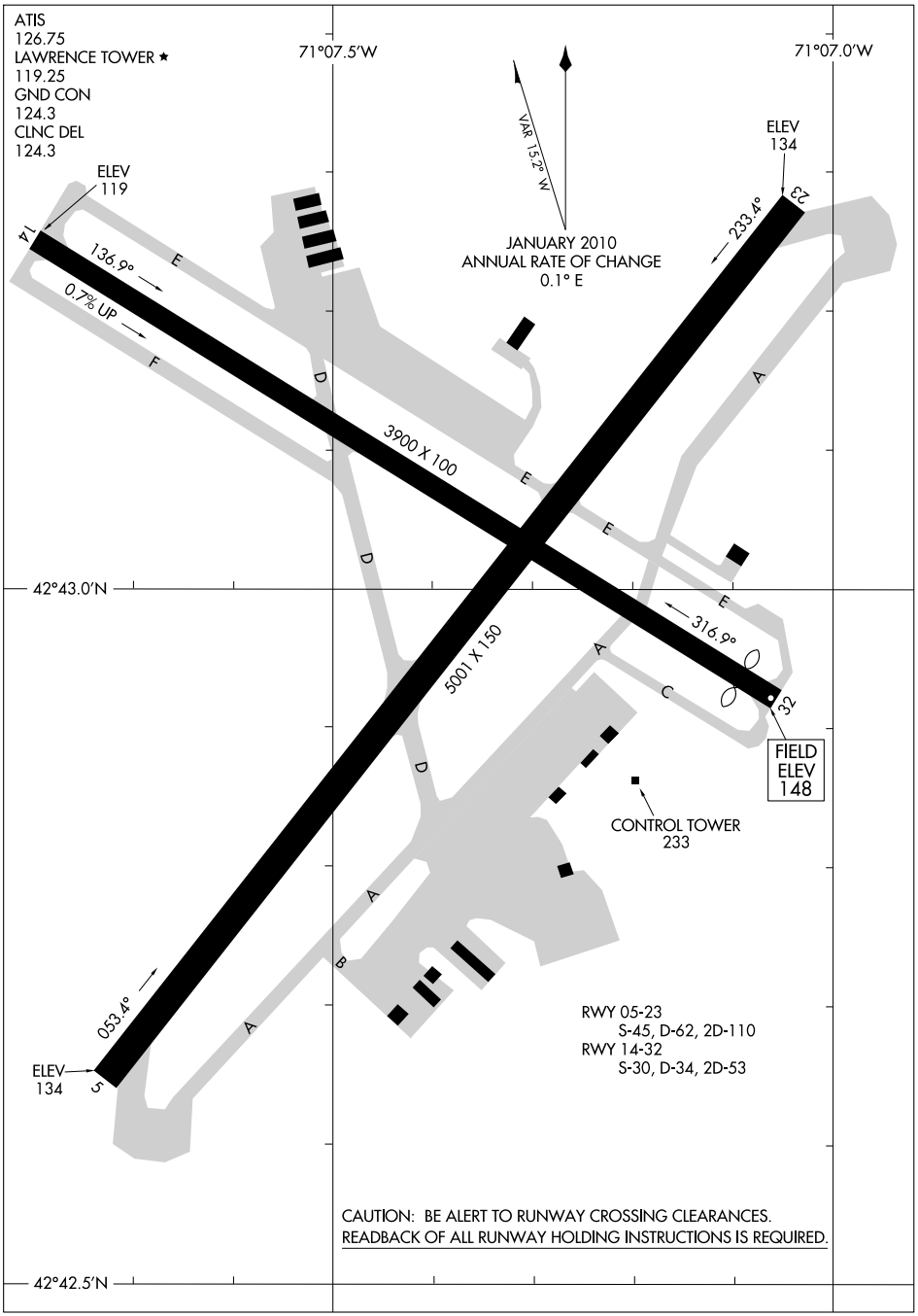
REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	5:59	3:59	2:59	2:24	2:00



CATEGORY	A	B	C	D
S-6	900-1 855 (900-1)	900-1¼ 855 (900-1¼)	900-2½ 855 (900-2½)	900-2¾ 855 (900-2¾)
CIRCLING	900-1 846 (900-1)	900-1¼ 846 (900-1¼)	900-2½ 846 (900-2½)	900-2¾ 846 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010


ATIS
126.75
LAWRENCE TOWER ★
119.25
GND CON
124.3
CLNC DEL
124.3
71°07.5'W
71°07.0'W
VAR 15.2° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° E
ELEV
119
14
136.9°
0.7% UP
ELEV
134
23
233.4°
3900 X 100
5001 X 150
316.9°
32
FIELD
ELEV
148
CONTROL TOWER
233
053.4°
ELEV
134
5
42°43.0'N
42°42.5'N
RWY 05-23
S-45, D-62, 2D-110
RWY 14-32
S-30, D-34, 2D-53
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LAWRENCE MUNI (LWM) 2 E UTC−5(−4DT) N42°43.03′ W71°07.41′ — NEW YORK, COPTER, H–11D, 12K, L–33D, IAP, AD

148 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE LWM

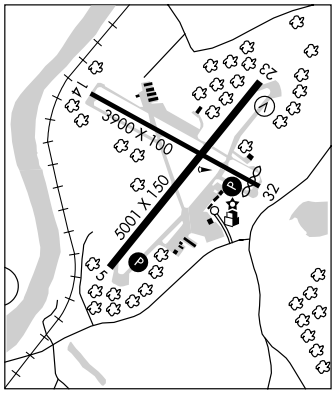
RWY 05–23: H5001X150 (ASPH) S–45, D–62, 2D–110 HIRL

RWY 05: REIL. PAPI(P4R)–GA 3.0° TCH 55′.

RWY 23: REIL. VASI(V4L)—GA 3.7° TCH 54′. Trees.

RWY 14–32: H3900X100 (ASPH) S–30, D–34, 2D–53 MIRL 0.7% up SE

RWY 32: REIL. PAPI(P4L)–GA 4.0° TCH 32′. Thld dsplcd 190′. Trees.



AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Lgtd stack 296′ MSL 1/2 mile NW apch end Rwy 23. Birds frequently on or invof arpt; occasional deer on rwy. No transient touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer's recommended rate of climb. Clsd tfc pattern initiate turn out at 700′ AGL. Clsd tfc pattern opr limited to no more than 5 acft at a time. REIL Rwy 32 OTS indef. ACTIVATE HIRL Rwy 05–23; MIRL Rwy 14–32; REIL Rwys 05, 23 and 32; PAPI Rwys 05, 32–CTAF. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 126.75 (0300–1200Z‡) (978) 687–8017. LAWRS.

COMMUNICATIONS: CTAF 119.25 **ATIS** 126.75 **UNICOM** 122.8

RCO 122.1R 112.5T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP/DEP CON** 124.4 **CLNC DEL** 126.15 (when twr clsd)

TOWER 119.25 (1200–0300Z‡) **GND CON** 124.3 **CLNC DEL** 124.3

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

(L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 237° 1.9 NM to fld. 302/15W. DME unusable 160°–195° beyond 23 NM below 2500′.

HAGET NDB (LOM) 402 LW N42°38.65′ W71°11.83′ 052° 5.5 NM to fld.

ILS 111.7 I–LWM Rwy 05. Class IB. LOM HAGET NDB.

LYNDY N42°27.12′ W70°57.80′ NOTAM FILE BOS. — NEW YORK, COPTER, L–33D

NDB (HW) 382 LQ 215° 5.7 NM to General Edward Lawrence Logan Intl. NDB unusable 165°–035° byd 20 NM.

MANSFIELD MUNI (1B9) 2 SE UTC−5(−4DT) N42°00.01′ W71°11.81′ — NEW YORK, COPTER, L–33D, 34J, IAP

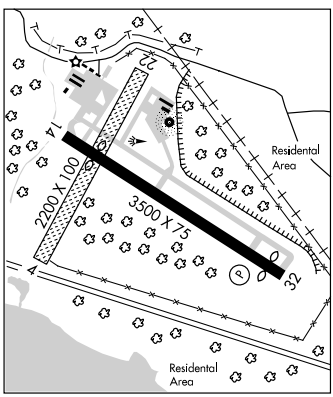
122 B S4 **FUEL** 100LL NOTAM FILE BDR

RWY 14–32: H3500X75 (ASPH) S–26 MIRL

RWY 14: Thld dsplcd 507′. Trees. **RWY 32:** PAPI(P4L)—GA 4.0° TCH 38′. Thld dsplcd 236′. Trees.

RWY 04–22: 2200X100 (TURF)

RWY 04: Trees. **RWY 22:** Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Turf strip CLOSED winter months and after heavy rains. Deer on and in vicinity of arpt. No touch and go landings 0200–1300Z‡. Upon departure of Rwy 32 turn left to 290°. No right turns on departure from Rwy 32 until 1,000′ MSL. Upon departure of Rwy 14 no left turns until 824 ft MSL. ACTIVATE MIRL Rwy 14–32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 121.725 (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP/DEP CON** 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 099° 29.1 NM to fld. 650/14W.

NDB (MHW) 220 IHM N42°00.17′ W71°11.83′ at fld. Unmonitored 0300–1800Z‡.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

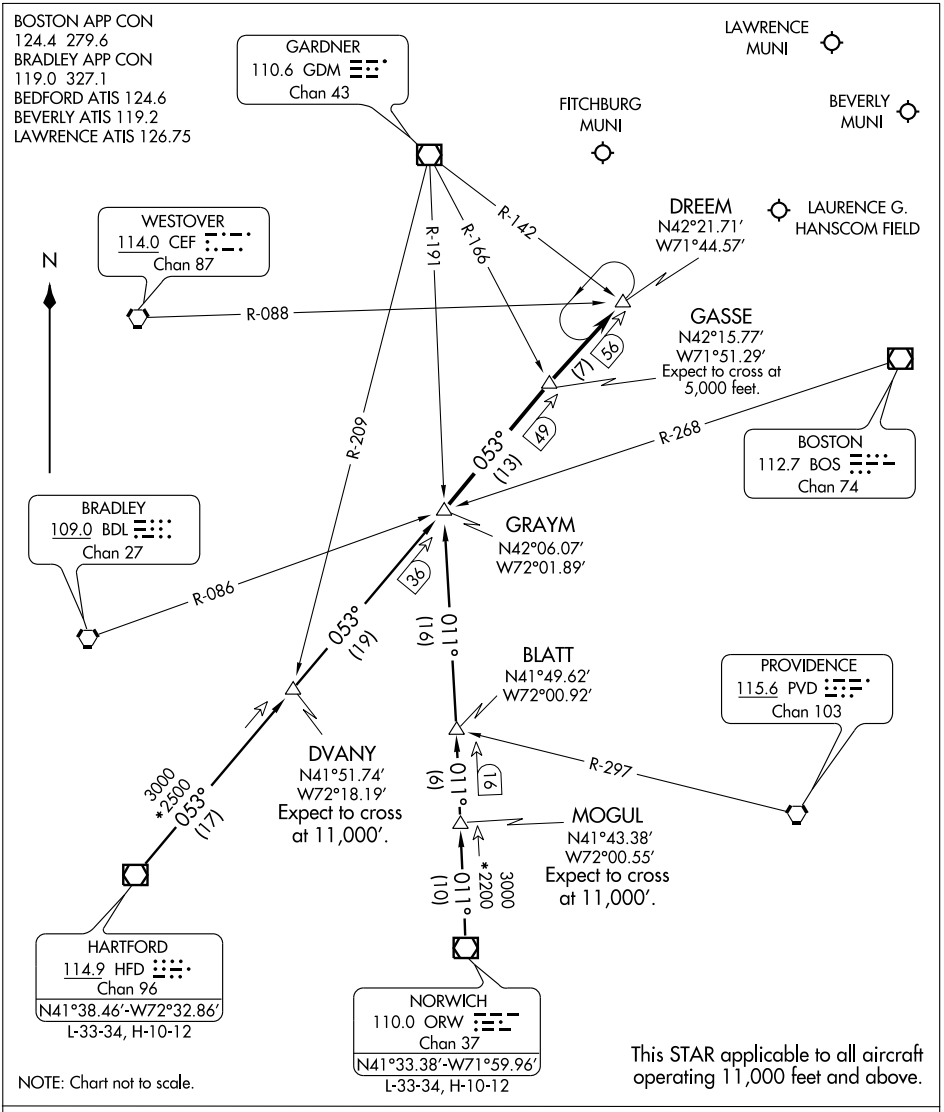
MARCONI N42°01.03′ W70°02.23′ NOTAM FILE BDR. — NEW YORK

(H) VORW/DME 114.7 LFV Chan 94 308° 8.8 NM to Provincetown Muni. 151/16W. **HIWAS.** H–10J, 11D, 12K, L–33D

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

GRAYM TWO ARRIVAL

BEDFORD, MASSACHUSETTS

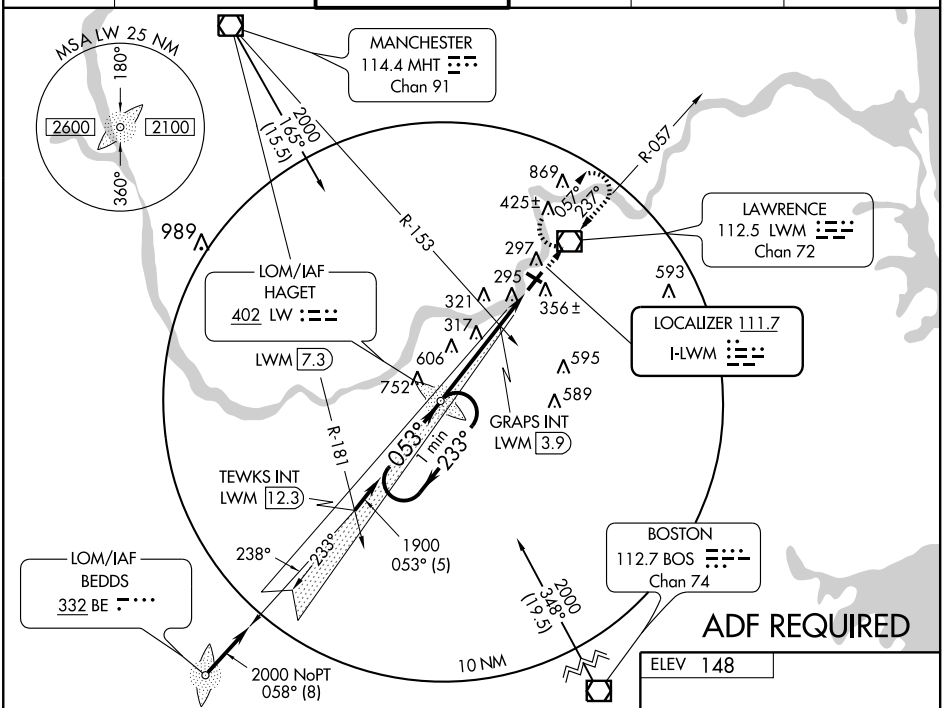
(GRAYM.GRAYM2) 09183

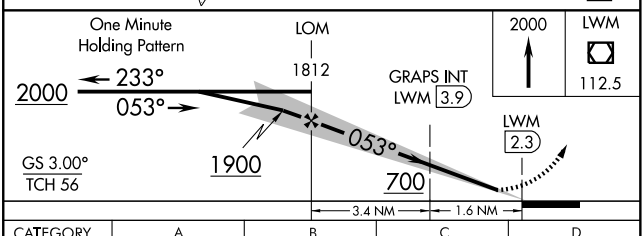
LOC I-LWM	APP CRS	Rwy ldg	5001
111.7	053°	TDZE	144
		Apt Elev	148

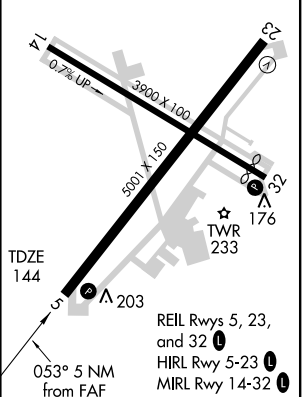
ILS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON		LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4	279.6	119.25 (CTAF) L	124.3	124.3	122.8







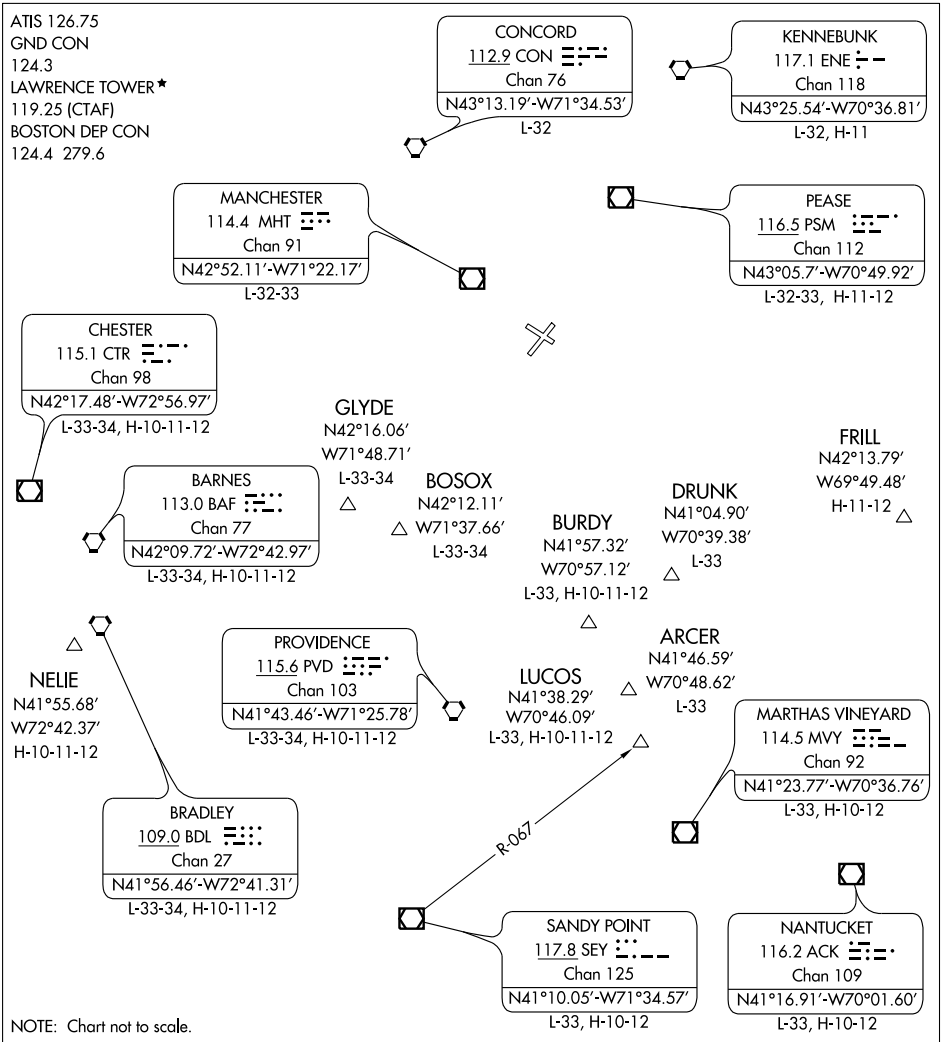
CATEGORY	A	B	C	D
S-ILS 5	344-¾ 200 (200-¾)			
S-LOC 5	700-1 556 (600-1)		700-1½ 556 (600-1½)	700-1¾ 556 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)
GRAPS INT MINIMUMS				
S-LOC 5	500-1 356 (400-1)			500-1¼ 356 (400-1¼)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LAWRENCE FOUR DEPARTURE AL-654 (FAA)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearace to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

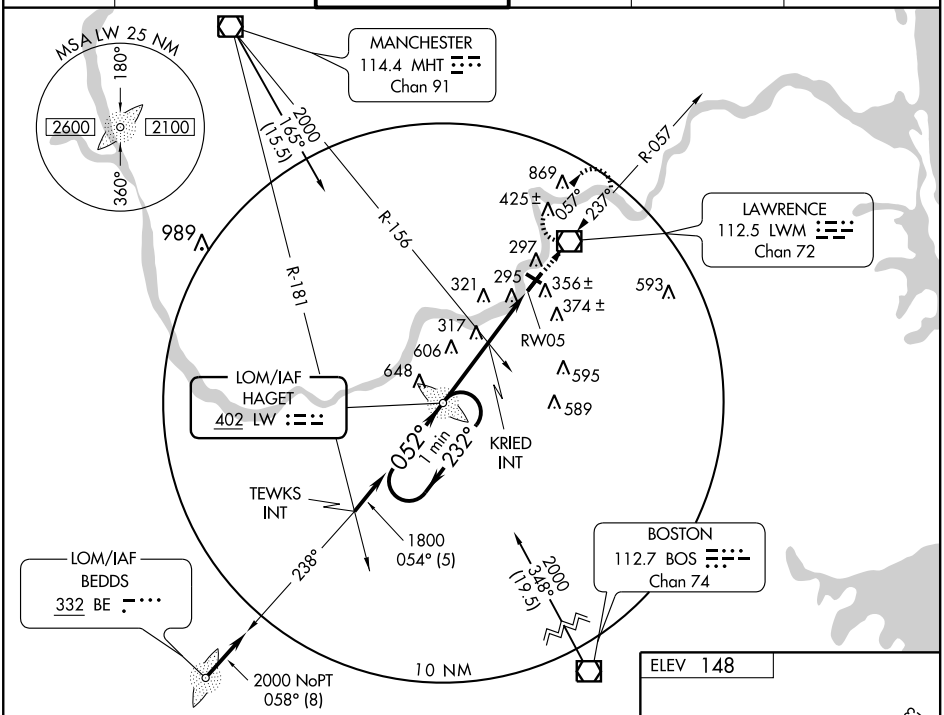
LAWRENCE FOUR DEPARTURE
LAWRENCE, MASSACHUSETTS
LAWRENCE MUNI(LWM)
(LWM4.LWM) 08213

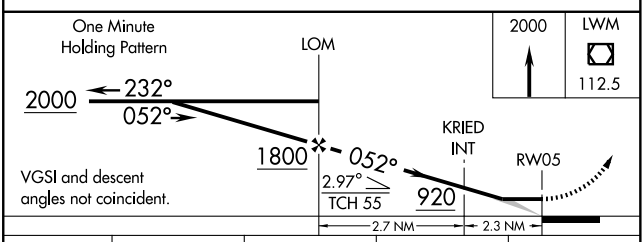
LOM LW	APP CRS	Rwy ldg	5001
402	052°	TDZE	144
		Apt Elev	148

NDB or GPS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON		LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4	279.6	119.25 (CTAF) L	124.3	124.3	122.8





CATEGORY	A	B	C	D
S-5	920-1 776 (800-1)	920-1¼ 776 (800-1¼)	920-2¼ 776 (800-2¼)	920-2½ 776 (800-2½)
CIRCLING	920-1 772 (800-1)	920-1¼ 772 (800-1¼)	920-2¼ 772 (800-2¼)	920-2½ 772 (800-2½)
KRIED INT MINIMUMS				
S-5	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

REIL Rwys 5, 23, and 32 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010

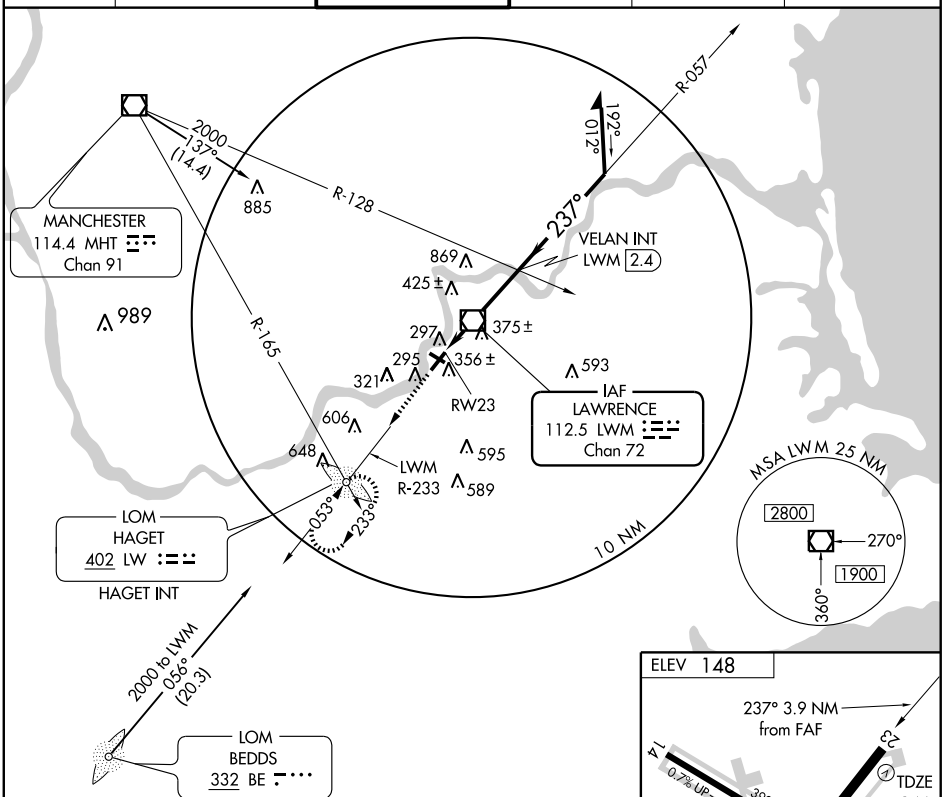
NE-1, 21 OCT 2010 to 18 NOV 2010

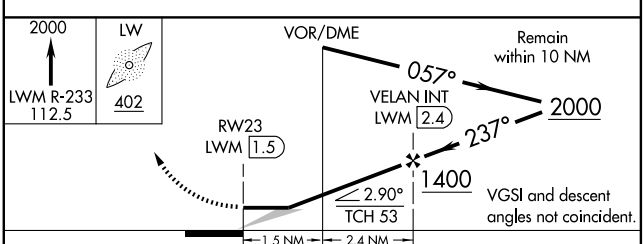
VOR/DME LWM	APP CRS	Rwy ldg	5001
112.5	237°	TDZE	144
Chan 72		Apt Elev	148

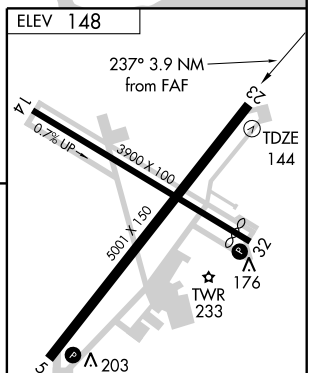
VOR or GPS RWY 23
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 via LWM R-233 to HAGET LOM/Int and hold.

ATIS	BOSTON APP CON		LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4	279.6	119.25 (CTAF) L	124.3	124.3	122.8







REIL Rwys 5, 23 and 32 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-23	640-1 496 (500-1)		640-1¼ 496 (500-1¼)	640-1½ 496 (500-1½)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LAWRENCE MUNI (LWM) 2 E UTC−5(−4DT) N42°43.03′ W71°07.41′ — NEW YORK, COPTER, H–11D, 12K, L–33D, IAP, AD

148 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE LWM

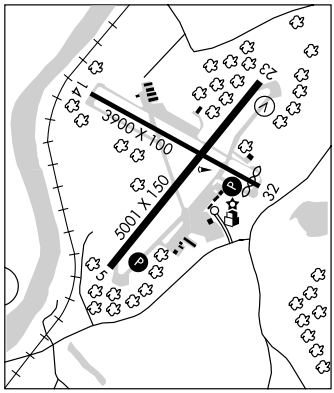
RWY 05–23: H5001X150 (ASPH) S–45, D–62, 2D–110 HIRL

RWY 05: REIL. PAPI(P4R)–GA 3.0° TCH 55′.

RWY 23: REIL. VASI(V4L)—GA 3.7° TCH 54′. Trees.

RWY 14–32: H3900X100 (ASPH) S–30, D–34, 2D–53 MIRL 0.7% up SE

RWY 32: REIL. PAPI(P4L)–GA 4.0° TCH 32′. Thld dsplcd 190′. Trees.



AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Lgtd stack 296′ MSL 1/2 mile NW apch end Rwy 23. Birds frequently on or invof arpt; occasional deer on rwy. No transient touch and go ops Sat and Sun. Use reasonable efforts to maintain manufacturer's recommended rate of climb. Clsd tfc pattern initiate turn out at 700′ AGL. Clsd tfc pattern opr limited to no more than 5 acft at a time. REIL Rwy 32 OTS indef. ACTIVATE HIRL Rwy 05–23; MIRL Rwy 14–32; REIL Rwys 05, 23 and 32; PAPI Rwys 05, 32–CTAF. Ldg Fee for acft registered to corporation only. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 126.75 (0300–1200Z‡) (978) 687–8017. LAWRS.

COMMUNICATIONS: CTAF 119.25 **ATIS** 126.75 **UNICOM** 122.8

RCO 122.1R 112.5T (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP/DEP CON** 124.4 **CLNC DEL** 126.15 (when twr clsd)

TOWER 119.25 (1200–0300Z‡) **GND CON** 124.3 **CLNC DEL** 124.3

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWM.

(L) VOR/DME 112.5 LWM Chan 72 N42°44.42′ W71°05.69′ 237° 1.9 NM to fld. 302/15W. DME unusable 160°–195° beyond 23 NM below 2500′.

HAGET NDB (LOM) 402 LW N42°38.65′ W71°11.83′ 052° 5.5 NM to fld.

ILS 111.7 I–LWM Rwy 05. Class IB. LOM HAGET NDB.

LYNDY N42°27.12′ W70°57.80′ NOTAM FILE BOS. — NEW YORK, COPTER, L–33D

NDB (HW) 382 LQ 215° 5.7 NM to General Edward Lawrence Logan Intl. NDB unusable 165°–035° byd 20 NM.

MANSFIELD MUNI (1B9) 2 SE UTC−5(−4DT) N42°00.01′ W71°11.81′ — NEW YORK, COPTER, L–33D, 34J, IAP

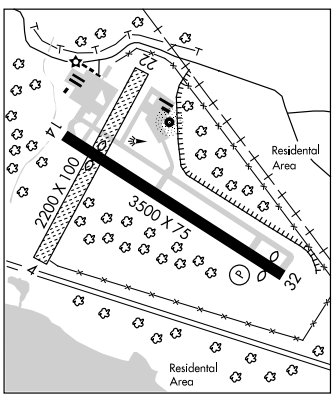
122 B S4 **FUEL** 100LL NOTAM FILE BDR

RWY 14–32: H3500X75 (ASPH) S–26 MIRL

RWY 14: Thld dsplcd 507′. Trees. **RWY 32:** PAPI(P4L)—GA 4.0° TCH 38′. Thld dsplcd 236′. Trees.

RWY 04–22: 2200X100 (TURF)

RWY 04: Trees. **RWY 22:** Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. Turf strip CLOSED winter months and after heavy rains. Deer on and in vicinity of arpt. No touch and go landings 0200–1300Z‡. Upon departure of Rwy 32 turn left to 290°. No right turns on departure from Rwy 32 until 1,000′ MSL. Upon departure of Rwy 14 no left turns until 824 ft MSL. ACTIVATE MIRL Rwy 14–32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 121.725 (BRIDGEPORT RADIO)

Ⓡ **BOSTON APP/DEP CON** 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 099° 29.1 NM to fld. 650/14W.

NDB (MHW) 220 IHM N42°00.17′ W71°11.83′ at fld. Unmonitored 0300–1800Z‡.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

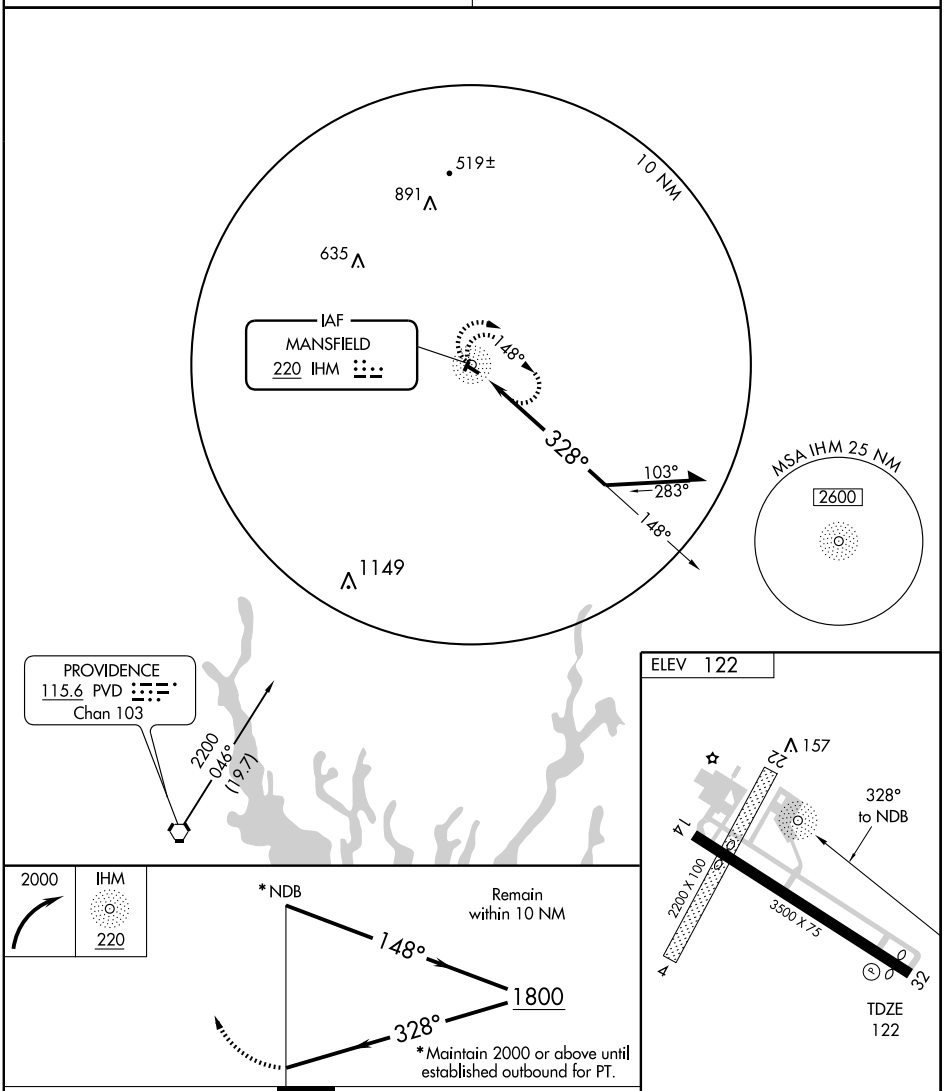
MARCONI N42°01.03′ W70°02.23′ NOTAM FILE BDR. — NEW YORK

(H) VORW/DME 114.7 LFV Chan 94 308° 8.8 NM to Provincetown Muni. 151/16W. **HIWAS.** H–10J, 11D, 12K, L–33D

NDB IHM 220	APP CRS 328°	Rwy ldg 3264 TDZE 122 Apt Elev 122

NDB RWY 32
MANSFIELD MUNI (1B9)

NA Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.	MISSED APPROACH: Climbing right turn to 2000 in IHM NDB holding pattern.
BOSTON APP CON 124.1 382.0	UNICOM 123.0 (CTAF) L



CATEGORY	A	B	C	D
S-32	720-1	598 (600-1)	NA	
CIRCLING	720-1	598 (600-1)	NA	

APP CRS	Rwy ldg	3264
319°	TDZE	122
	Apt Elev	122

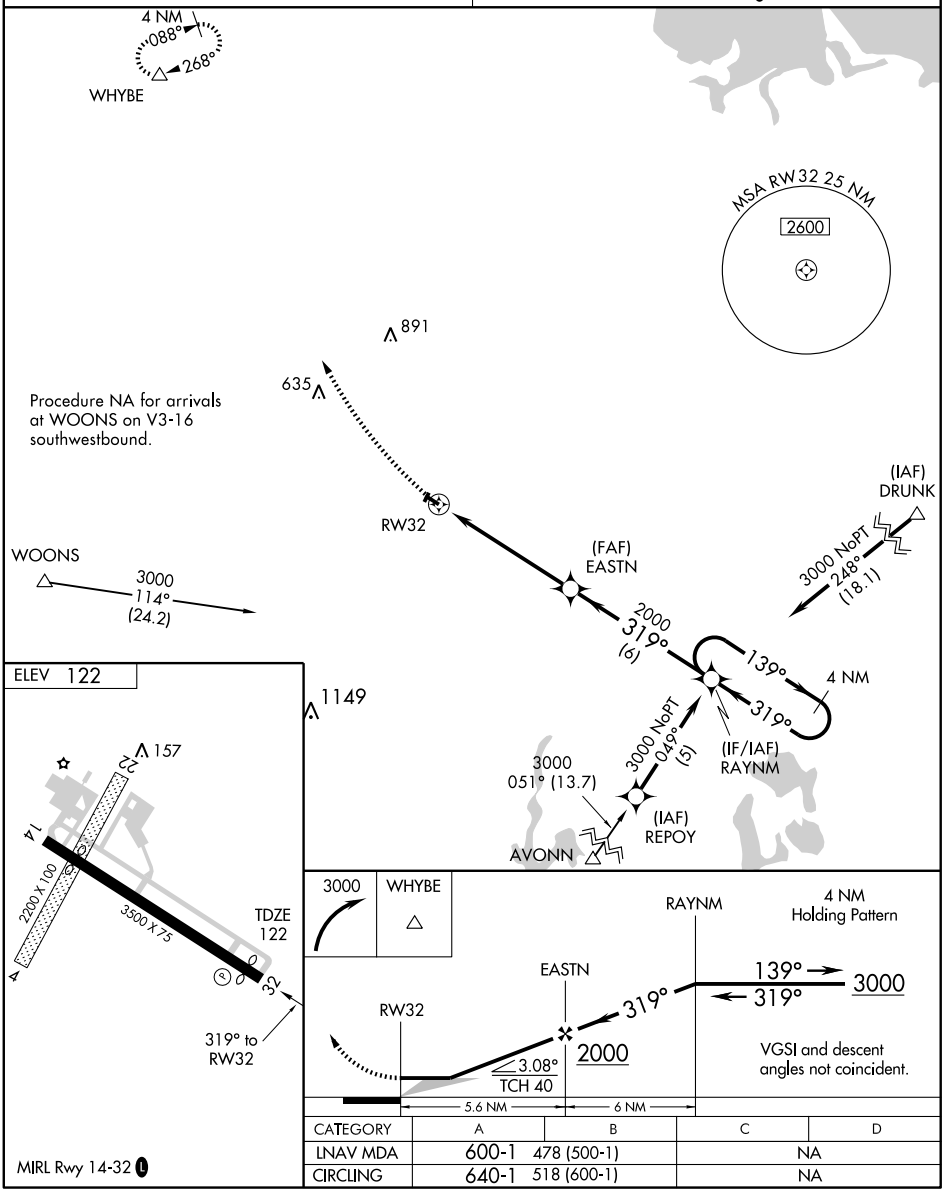
RNAV (GPS) RWY 32
MANSFIELD MUNI (1B9)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climbing right turn to 3000 direct WHYBE WP and hold.

BOSTON APP CON	UNICOM
124.1 382.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 478 (500-1)		NA	
CIRCLING	640-1 518 (600-1)		NA	

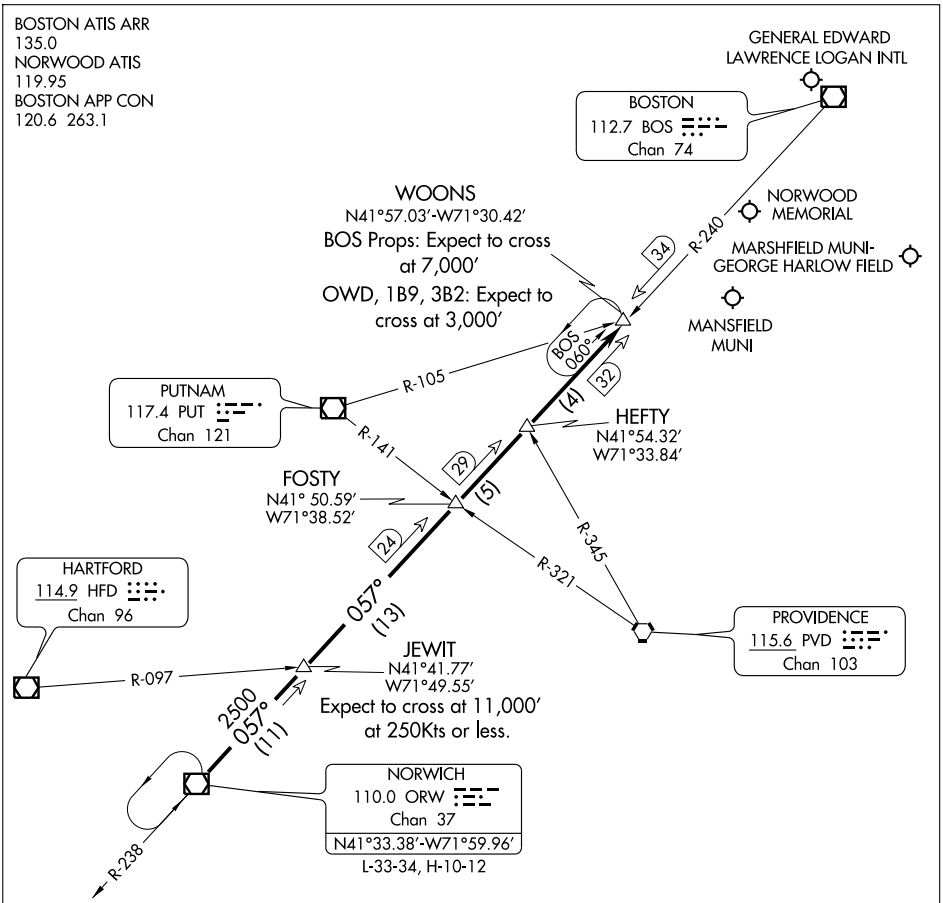
MIRL Rwy 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL

ST-58 (FAA)

BOSTON, MASSACHUSETTS



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.
Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 21 OCT 2010 to 18 NOV 2010

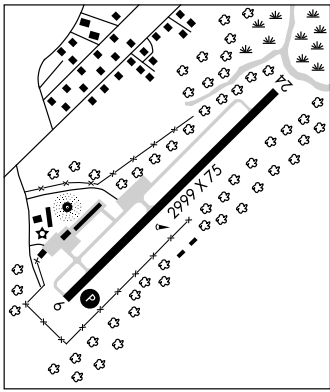
WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

MARLBORO (9B1) 2 E UTC−5(−4DT) N42°20.59′ W71°30.54′ **NEW YORK COPTER**
285 S4 **FUEL** 100LL TPA—1385(1100) NOTAM FILE BDR
RWY 14–32: H1659X45 (ASPH) S–9
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. No touch and go landings. No ngt ops. No low apchs blo 500′ AGL.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

MARSHFIELD MUNI–GEORGE HARLOW FLD (GHG) 2 E UTC−5(−4DT) N42°05.90′ W70°40.33′ **NEW YORK COPTER L–33D IAP**
9 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE BDR
RWY 06–24: H2999X75 (ASPH) S–12.5 MIRL
RWY 06: REIL. PAPI(P4R)—GA 4.0° TCH 40′. Trees.
RWY 24: Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. After hrs service by request. Birds and wildlife on and invof arpt. Extensive flt training activity. No touch and go ldgs between 2100–0730 local. Security procedures in effect. All engine runups at midfield ramp. ACTIVATE MIRL Rwy 06–24, REIL and PAPI Rwy 06—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (781) 837–0555. LAWRS
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 154° 21 NM to fld. 20/16W.
NDB (MHW) 368 IMR N42°05.88′ W70°40.55′ at fld. NOTAM FILE 3B2. NDB unmonitored. NDB located 800′ inbound of AER 06, 550′ northwest of centerline.
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



MARSTON MILLS

CAPE COD (2B1) 5 SE UTC−5(−4DT) N41°41.12′ W70°24.14′ **NEW YORK**
103 S2 **FUEL** 100LL TPA—803(700) NOTAM FILE BDR
RWY 09–27: 2700X60 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
RWY 17–35: 2060X60 (TURF)
RWY 17: Trees. **RWY 35:** P–line.
RWY 05–23: 2035X50 (TURF)
RWY 05: Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Attended dalgt hours. Parachute Jumping. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for radio control airplanes NE corner air fld. PPR for Rwy 05–23 ops. Banner tow ops in progress Jun thru Aug north side of airfield. Glider tow ops during dalgt hours. Rwy 35 also has trees.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: CInc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

MARTHAS VINEYARD (See VINEYARD HAVEN)

MILTT N42°16.43′ W71°02.95′ NOTAM FILE BOS.
NDB (LOM) 375 BO 036° 5.7 NM to General Edward Lawrence Logan Intl.

MINUTE MAN AIR FIELD (See STOW)

MONPONSETT POND SPB (See HALIFAX)

NDB IMR	APP CRS	Rwy ldg	2999
368	062°	TDZE	11
		Apt Elev	11

NDB RWY 6

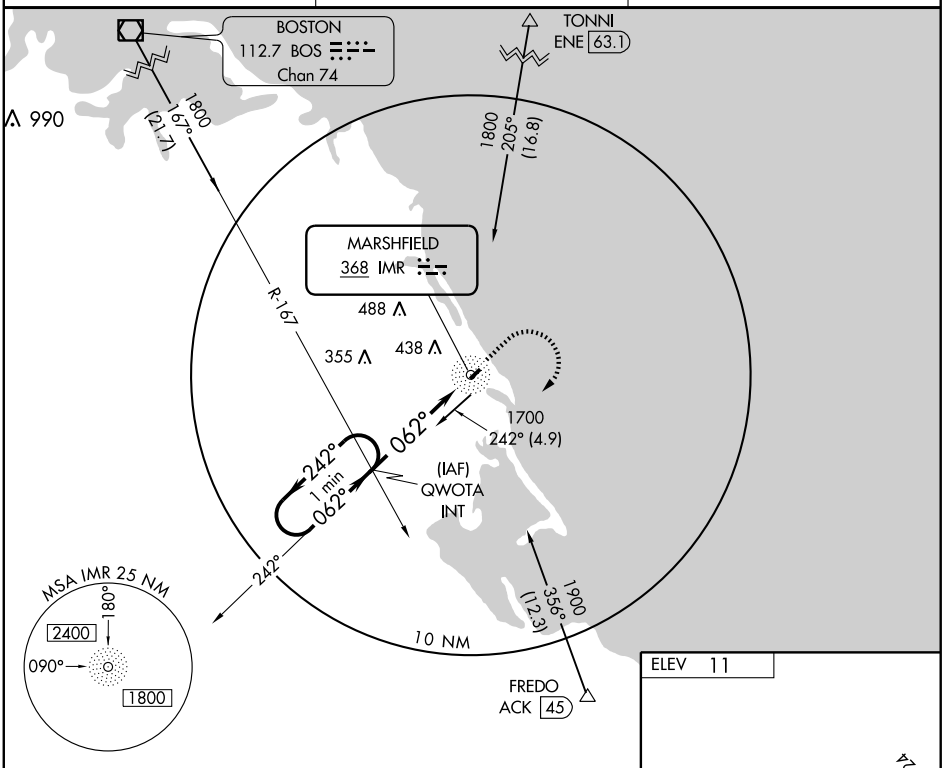
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

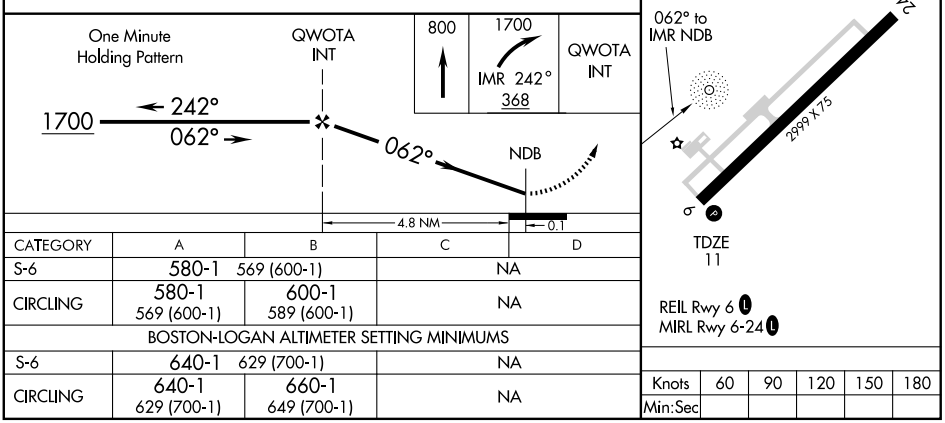
NA

Obtain local altimeter setting on CTAF; when not received, use Boston-Logan altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 via IMR NDB bearing 242° to QWOTA Int and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-6	580-1 569 (600-1)		NA	
CIRCLING	580-1 569 (600-1)	600-1 589 (600-1)	NA	
BOSTON-LOGAN ALTIMETER SETTING MINIMUMS				
S-6	640-1 629 (700-1)		NA	
CIRCLING	640-1 629 (700-1)	660-1 649 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

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NDB IMR	APP CRS	Rwy ldg	2999
368	248°	TDZE	9
		Apt Elev	11

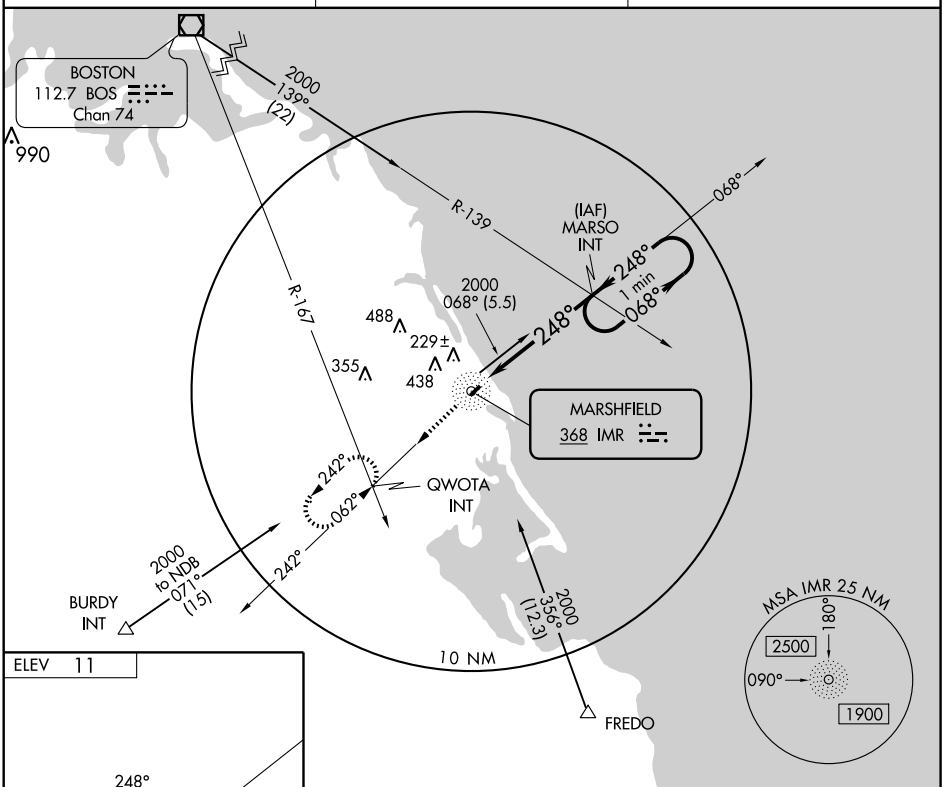
NDB RWY 24

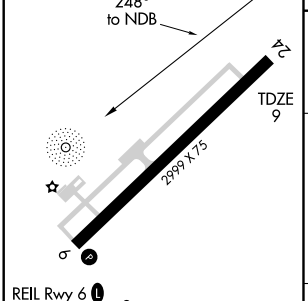
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

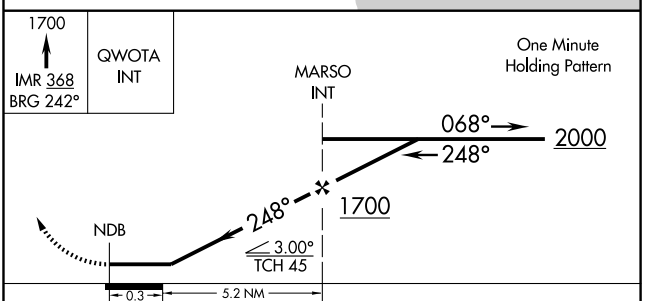
MISSED APPROACH: Climb to 1700 via 242° bearing from IMR NDB to QWOTA INT and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L





REIL Rwy 6 L
MIRL Rwy 6-24 L



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-24	580-1 571 (600-1)		NA	
CIRCLING	580-1 569 (600-1)	620-1 609 (700-1)	NA	

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NE-1, 21 OCT 2010 to 18 NOV 2010

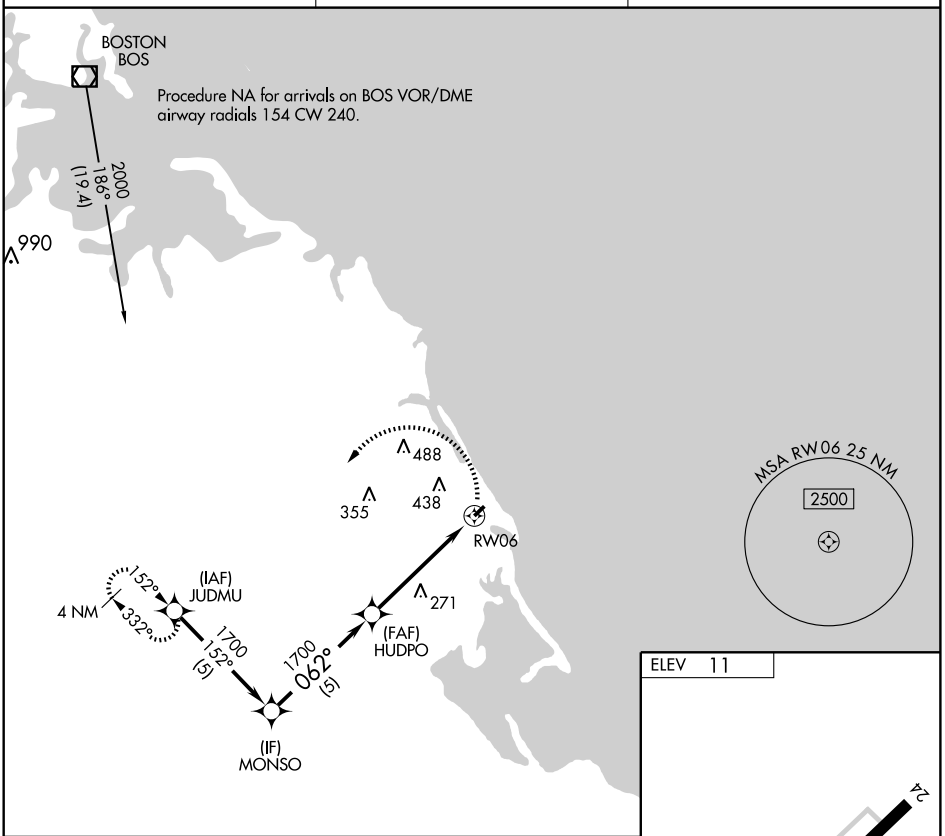
APP CRS	Rwy ldg	2999
062°	TDZE	9
	Apt Elev	11

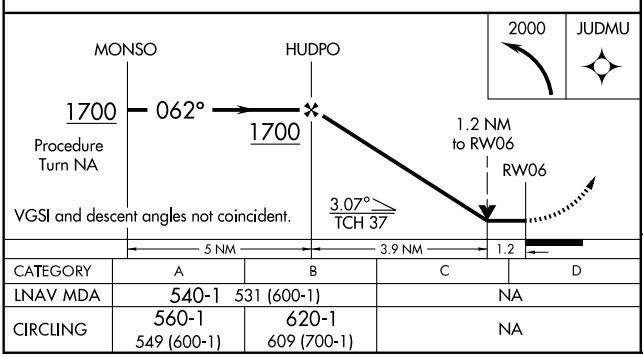
RNAV (GPS) RWY 6
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

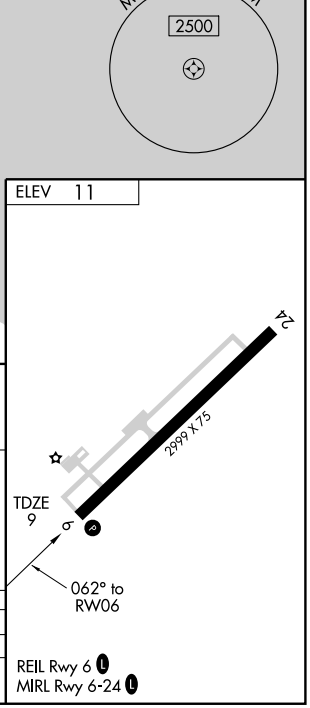
MISSED APPROACH: Climbing left turn to 2000 direct JUDMU and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	540-1 531 (600-1)		NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	



NE-1, 21 OCT 2010 to 18 NOV 2010

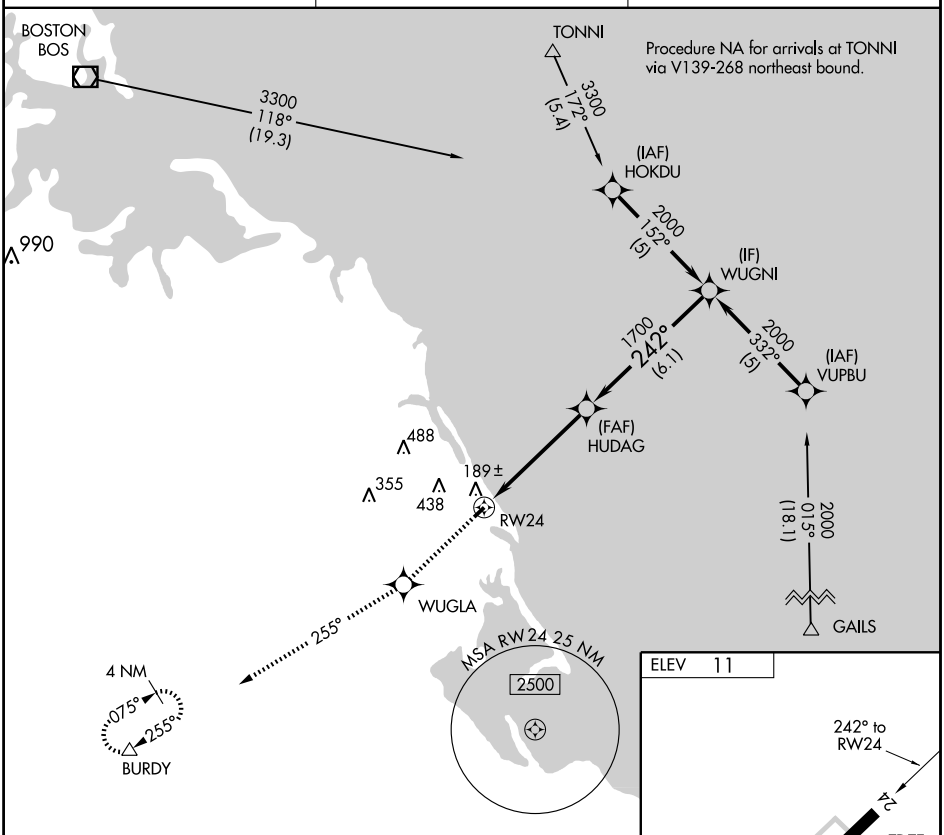
APP CRS	Rwy ldg	2999
242°	TDZE	9
	Apt Elev	11

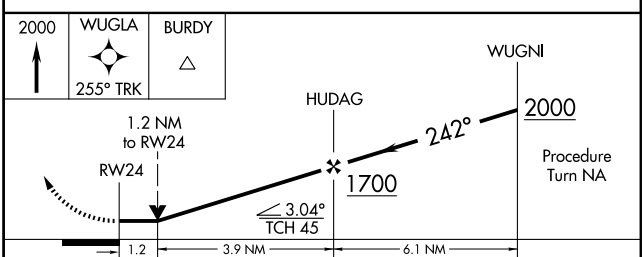
RNAV (GPS) RWY 24
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

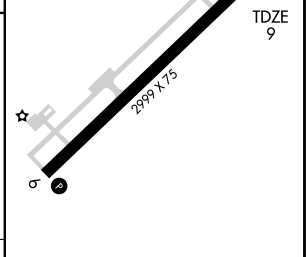
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WUGLA and via 255° track to BURDY and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1 431 (500-1)		NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	

REIL Rwy 6 L
MIRL Rwy 6-24 L

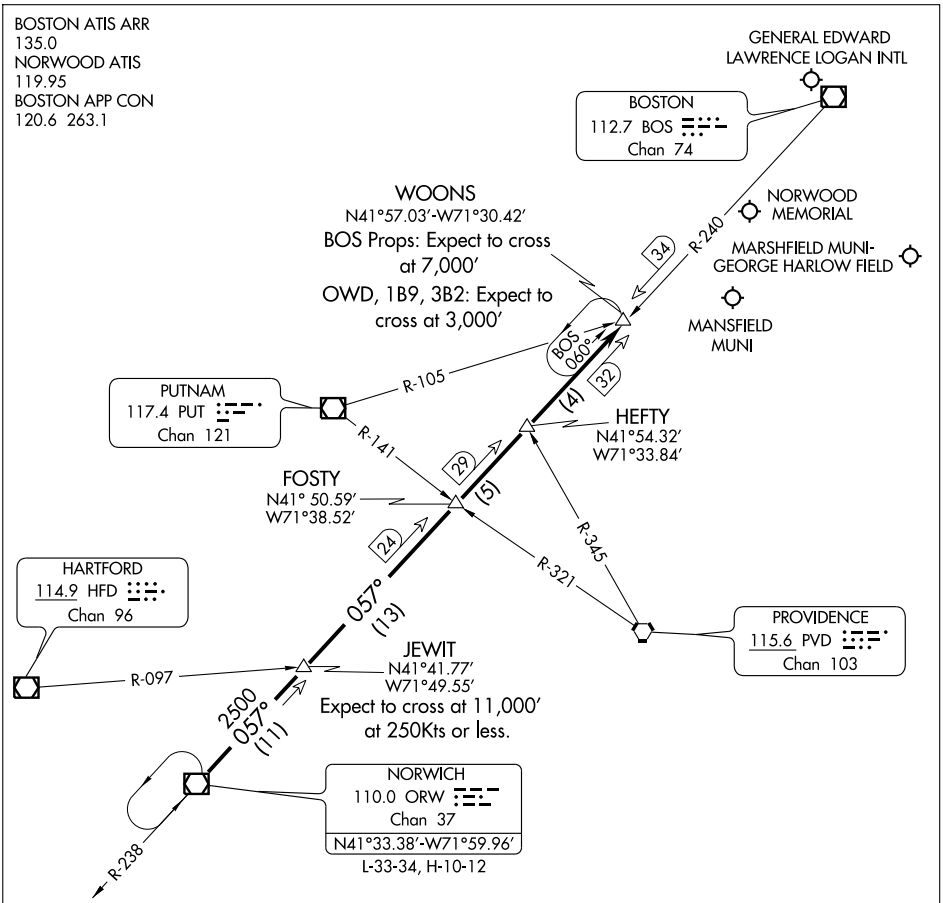
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL

ST-58 (FAA)

BOSTON, MASSACHUSETTS



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.
Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

MONTAGUE

TURNERS FALLS (ØB5) 3 N UTC−5(−4DT) N42°35.48′ W72°31.37′

NEW YORK
L–33C, 34J
IAP

356 B S4 **FUEL** 100LL NOTAM FILE BTV

RWY 16–34: H3013X75 (ASPH) S–30 MIRL 0.3% up SE

RWY 16: Trees.

RWY 34: REIL. VASI(V2L)—GA 4.3°TCH 46′. Trees.

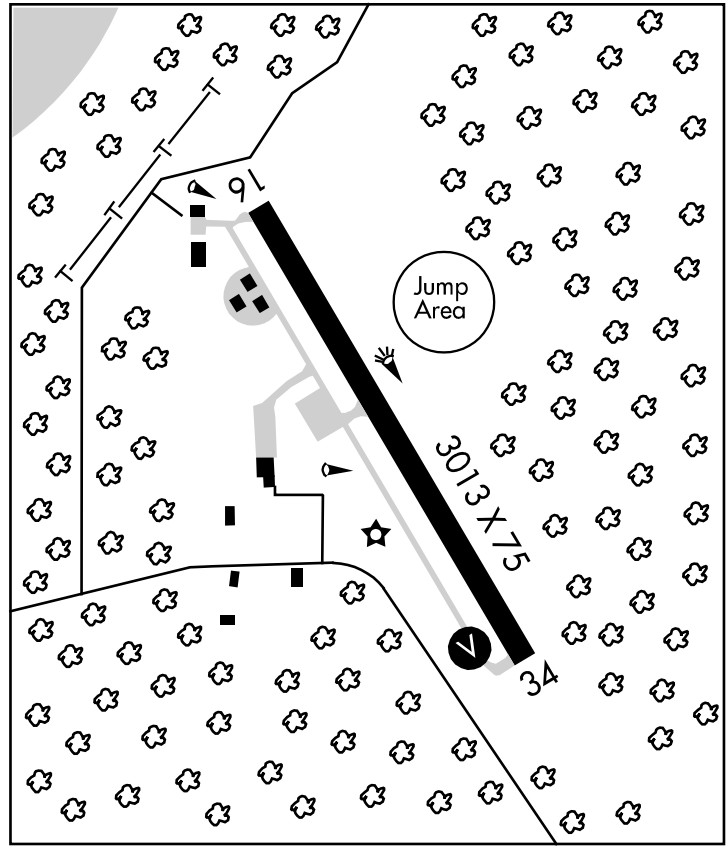
AIRPORT REMARKS: Attended 1330–2230Z‡. Parachute Jumping. Noise abatement procedures Rwy 34, calm wind rwy, wind 3–5 Kts or less, heading of 335° after departure. Acft departing Rwy 34 will avoid overflight of residential and commercial areas by taking a heading of 335°. Rwy 34 REIL OTS indef. Rwy 34 VASI OTS indef. ACTIVATE MIRL Rwy 16–34; VASI Rwy 34 and REIL Rwy 34—CTAF.

COMMUNICATIONS: CTAF 123.0 **UNICOM** 123.0 (1300–2300Z‡)

BOSTON CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 20.8 NM to fld. 1280/14W.



MYRICKS (See BERKLEY)

VOR/DME GDM 110.6 Chan 43	APP CRS 292°	Rwy ldg N/A TDZE N/A Apt Elev 356

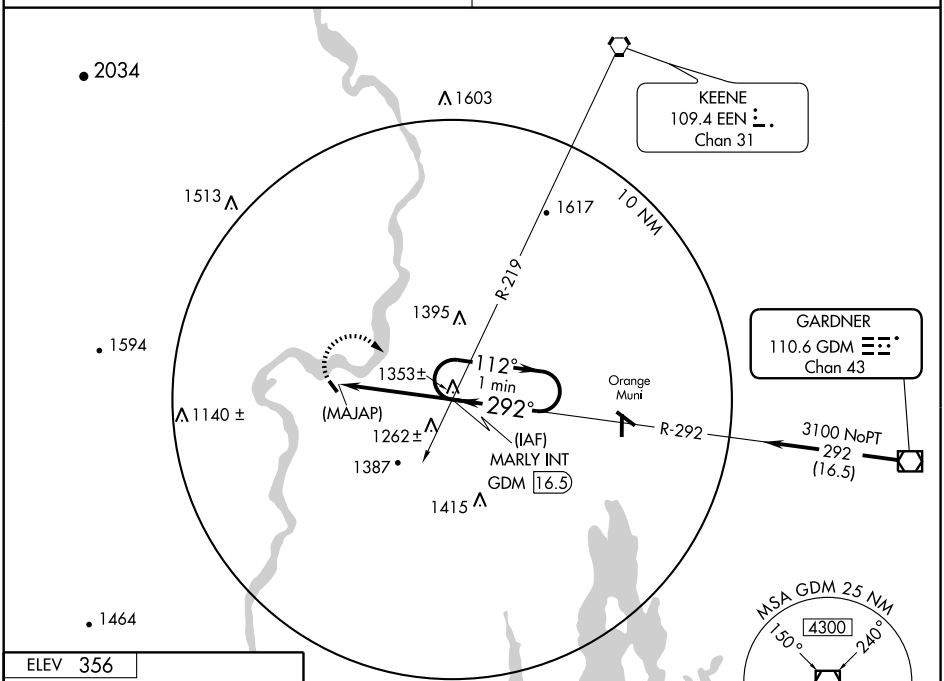
VOR or GPS-A

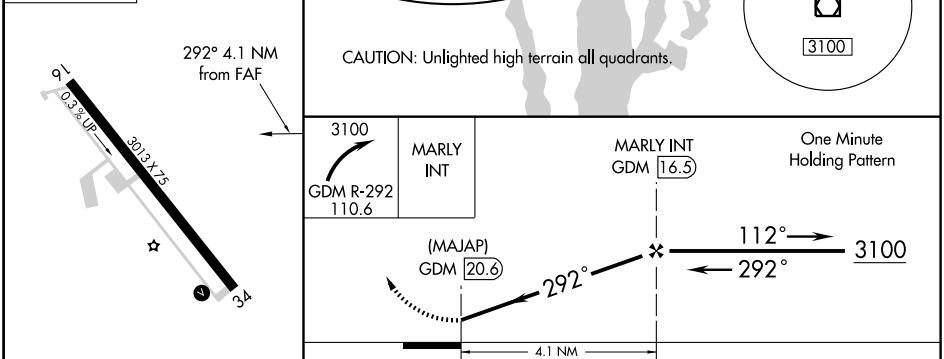
MONTAGUE/ TURNERS FALLS (ØB5)

T NA Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via GDM R-292 to MARLY Int and hold.

BOSTON CENTER	UNICOM
123.75 338.2	123.0 (CTAF) L





REIL Rwy 34 L
MIRL Rwy 16-34 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1520-1¼ 1164 (1200-1¼)	1520-1½ 1164 (1200-1½)	1520-3 1164 (1200-3)	NA
ORANGE ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1¼ 1224 (1300-1¼)	1580-1½ 1224 (1300-1½)	1580-3 1224 (1300-3)	NA

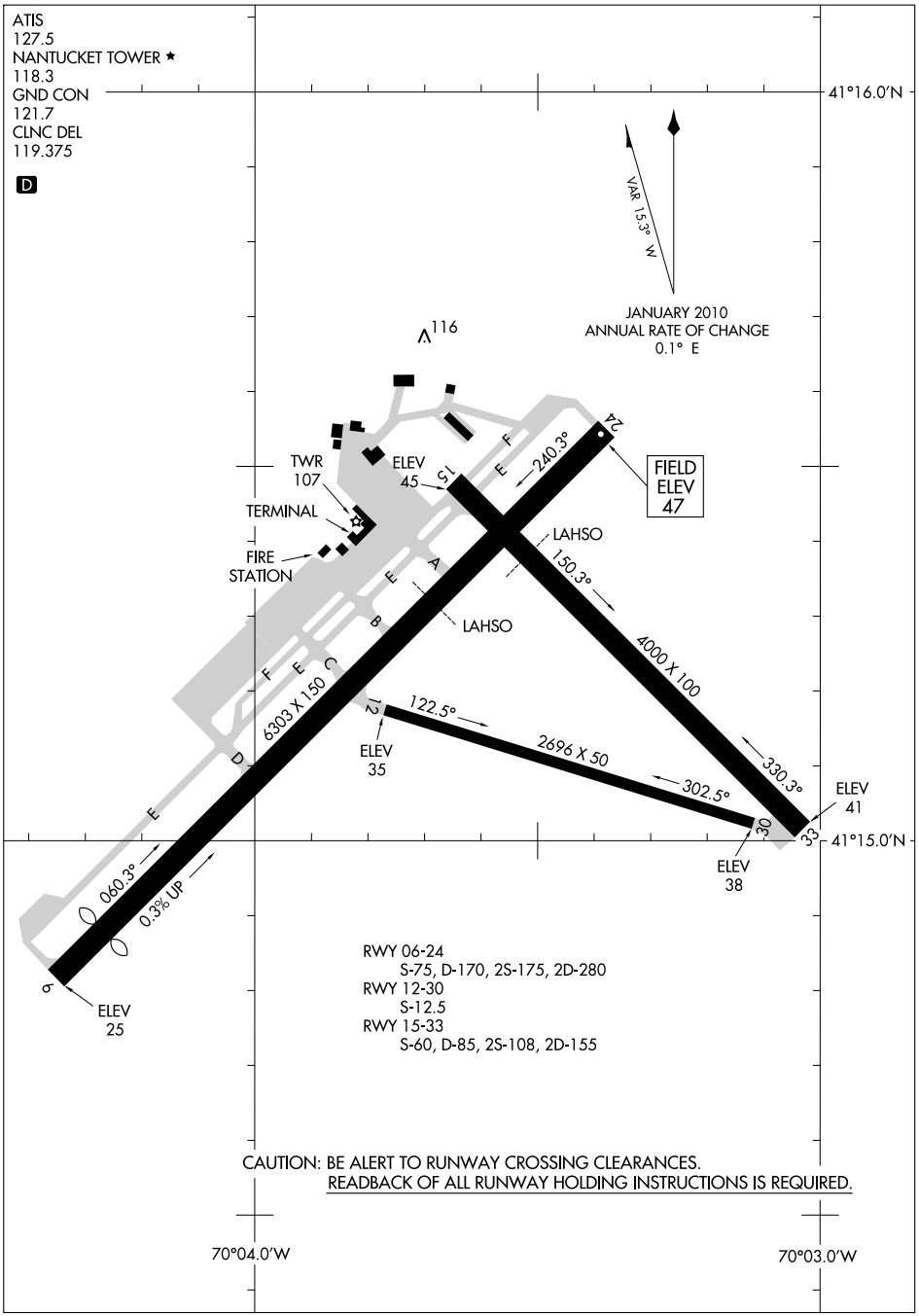
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-659 (FAA)

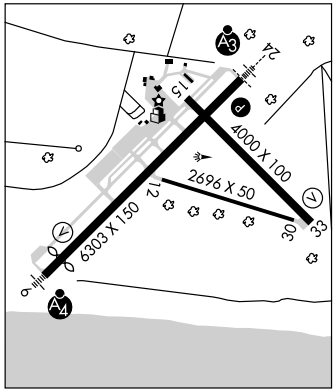
NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NANTUCKET MEM (ACK) 3 SE UTC−5(−4DT) N41°15.19′ W70°03.62′ **NEW YORK**
47 B **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE ACK **H–10J, 12K, L–33D**
RWY 06–24: H6303X150 (ASPH) S–75, D–170, 2S–175, 2D–280 HIRL CL 0.3% up NE. **IAP, AD**
RWY 06: MALSF. VASI(V4L)—GA 3.0°. Thld dsplcd 537′.
RWY 24: SSALR. TDZL. PAPI(P4L)–GA 3.0° TCH 48′.
RWY 15–33: H4000X100 (ASPH) S–60, D–85, 2S–108, 2D–155 MIRL
RWY 15: REIL. Building.
RWY 33: REIL. VASI(V4R)—GA 3.0°TCH 43′.
RWY 12–30: H2696X50 (ASPH) S–12.5



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	15–33	4316
RWY 33	06–24	3150

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–6303	TODA–6303	ASDA–6303	LDA–5752
RWY 12:	TORA–2696	TODA–2696	ASDA–2696	LDA–2696
RWY 15:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000
RWY 24:	TORA–6303	TODA–6303	ASDA–6303	LDA–6303
RWY 30:	TORA–2696	TODA–2696	ASDA–2696	LDA–2696
RWY 33:	TORA–4000	TODA–4000	ASDA–4000	LDA–4000

AIRPORT REMARKS: Attended continuously. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Deer and birds on and invof arpt. Rwy 12–30 VFR/Day use only aircraft under 12,500 lbs. Arpt has noise abatement procedures ctc Noise Officer 508–325–5300. PPR 2 hours for unscheduled air carrier ops with more than 9 passenger seat, call arpt manager 508–325–5300. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 midpoint and rollout runway visual range avbl. When twr clsd ACTIVATE MALSF Rwy 06; SSALR Rwy 24; HIRL Rwy 06–24; MIRL Rwy 15–33; PAPI Rwy 24 and twy lgts—CTAF. VASI Rwy 06 and Rwy 33 opr 24 hrs. Rwy 24 SSALR unmonitored when twr clsd. Twy F between A and B clsd indef. Twy F prohibited to air carrier acft with more than 9 passenger seats when twr clsd. Fee for non-commercial acft parking over 2 hrs or over 6000 lbs. NOTE: See Special Notices—VFR Noise Abatement Procedures.
WEATHER DATA SOURCES: ASOS (508) 325–6082. LAWRS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 127.5 (508–228–5375) **UNICOM** 122.95
RCO 122.1R 116.2T (BRIDGEPORT RADIO)
Ⓡ **CAPE APP/DEP CON** 126.1 (1100–0400Z‡) May 15–Sept 30, (1100–0300Z‡) Oct 1–May 14.
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30, (0300–1100Z‡) Oct 1–May 14.
TOWER 118.3 May 15–Sep 30 (1100–0300Z‡), Oct 1–May 14 (1100–0200Z‡).
GND CON 121.7 **CLNC DEL** 119.375
AIRSPACE: CLASS D svc May 15–Sep 30 1100–0300Z‡, Oct 1–May 14 1100–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ACK.
(H) VOR/DME 116.2 ACK Chan 109 N41°16.91′ W70°01.60′ 236°2.3 NM to fld. 99/15W.
WAIVS NDB (LOM) 248 AC N41°18.68′ W69°59.21′ 240° 4.8 NM to fld.
ILS/DME 109.1 I–ACK Chan 28 Rwy 24. Class IE. LOM WAIVS NDB. ILS unmonitored when twr clsd.
ILS/DME 109.1 I–RNE Chan 28 Rwy 06. Class IE.

NAUSET N41°41.51′ W69°59.39′ NOTAM FILE BDR. **NEW YORK**
NDB (MHW) 279 CQX at Chatham Muni. NDB unusable 220°–280° byd 20 NM. **L–33D**

NEFOR N41°37.30′ W71°01.06′ NOTAM FILE EWB.
NDB (LOM) 274 EW 055° 4.3 NM to New Bedford Rgnl.

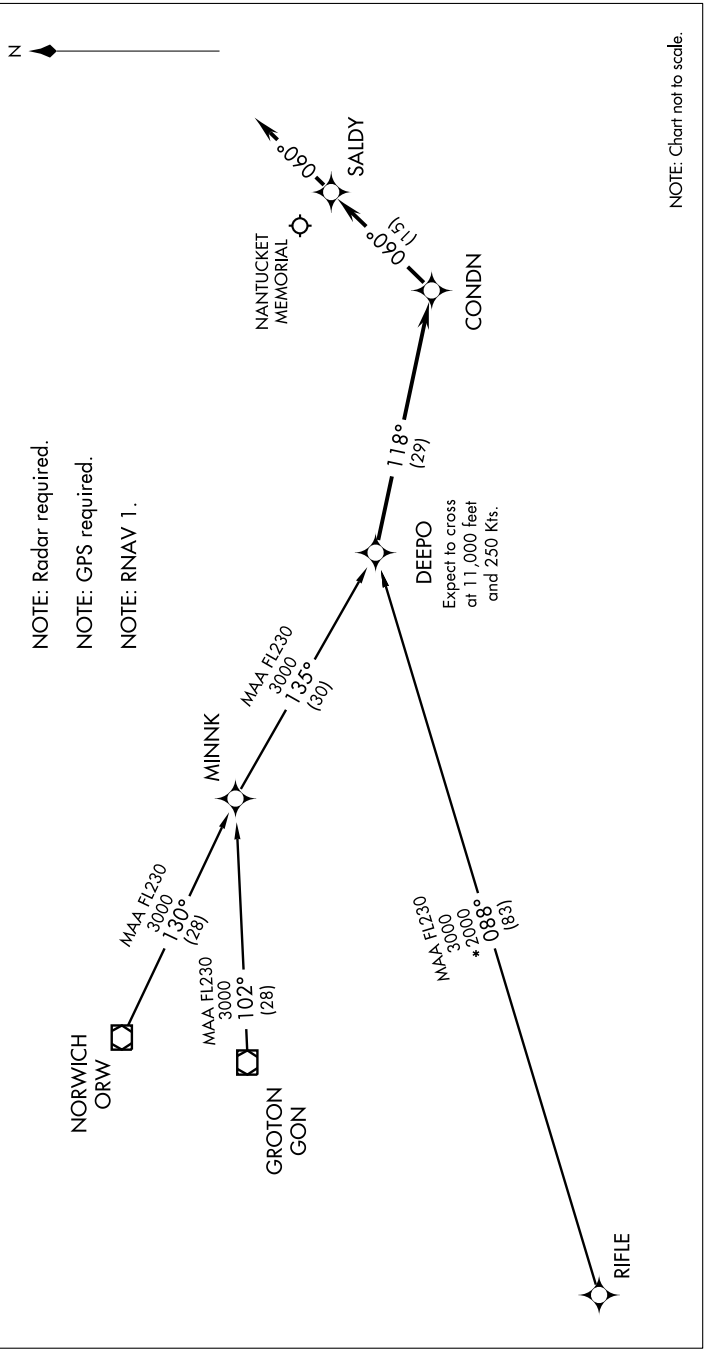
DEEPO ONE ARRIVAL (RNAV)

GROTON TRANSITION (GON.DEEPO1)

NORWICH TRANSITION (ORW.DEEPO1)

RIFLE TRANSITION (RIFLE.DEEPO1)

. . . . From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.



CAPE APP CON
133.75 284.6
NANTUCKET ATIS
127.5
NANTUCKET TOWER
118.3 (CTAF)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEEPO ONE ARRIVAL (RNAV)

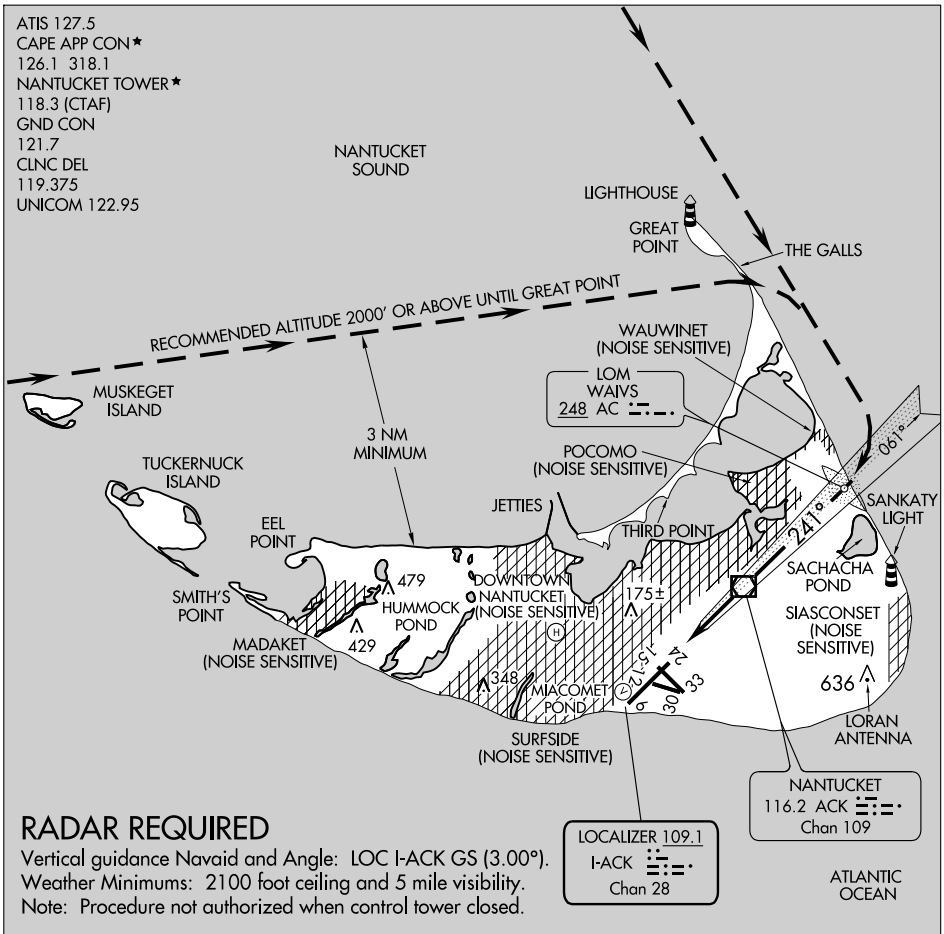
NANTUCKET, MASSACHUSETTS
NANTUCKET MEMORIAL

(DEEPO.DEEPO1) 07354

GREAT POINT VISUAL RWY 24

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.

	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RNE	APP CRS	Rwy ldg 5752
109.1	061°	TDZE 39
Chan 28		Apt Elev 48

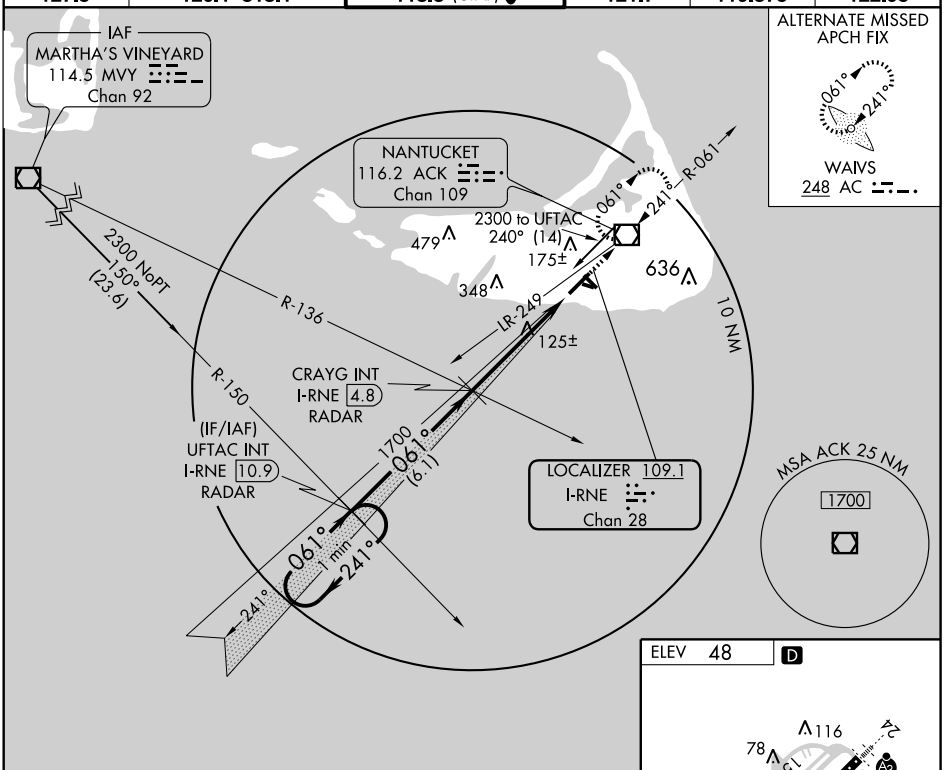
ILS or LOC RWY 6
NANTUCKET MEMORIAL (ACK)

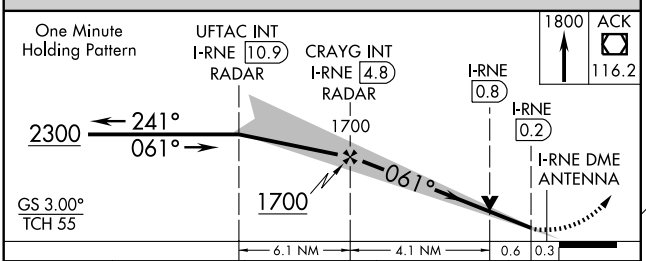
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-ILS 6 all Cats visibility to RVR 5000 and S-LOC Cats C and D visibility to RVR 6000. VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to S-LOC 6 Cat C when using Hyannis altimeter setting.

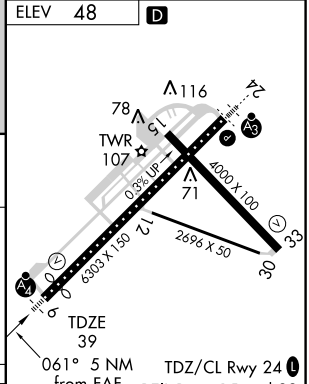
MALSF

MISSED APPROACH: Climb to 1800 direct ACK VOR/DME and hold, continue climb-in-hold to 1800.

ATIS	CAPE APP CON★	NANTUCKET TOWER★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF)	121.7	119.375	122.95







CATEGORY	A	B	C	D
S-ILS 6	239/40 200 (200-¾)			
S-LOC 6	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ACK 109.1 Chan 28	APP CRS 241°	Rwy ldg 6303 TDZE 48 Apt Elev 48

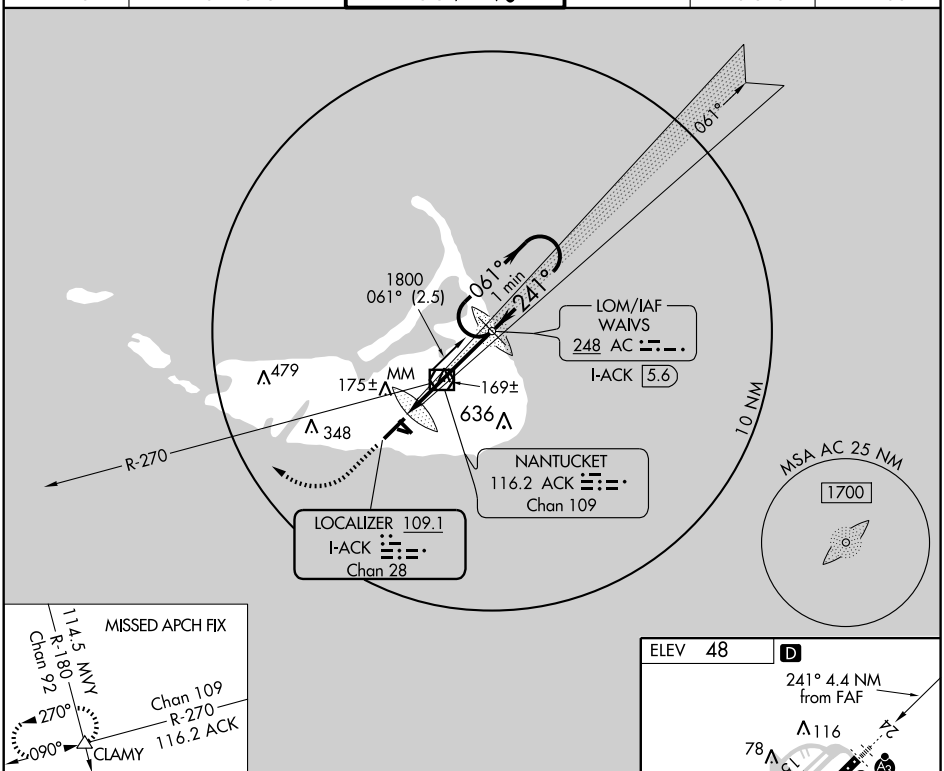
ILS or LOC RWY 24
NANTUCKET MEMORIAL (ACK)

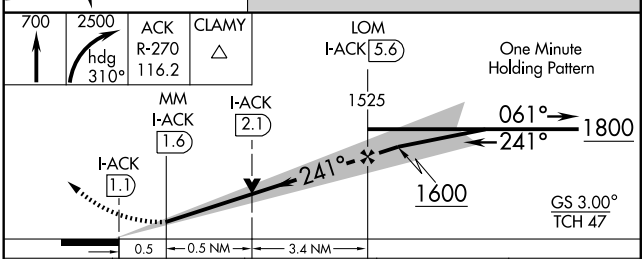
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 63 feet and all MDA 80 feet; increase S-LOC 24 Cat C visibility to RVR 4000 and Cat D visibility to RVR 5000. VDP NA when using Hyannis altimeter setting. For inoperative SSALR when using Hyannis altimeter setting, increase S-ILS 24 visibility to RVR 5000. ADF or DME Required.

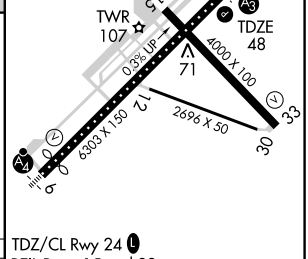
SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95







TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 24	248/18 200 (200-½)			
S-LOC 24	420/24 372 (400-½)			420/40 372 (400-¾)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

ACK VOR/DME 116.2 Chan 109	APP CRS 241°	Rwy ldg 6303 TDZE 48 Apt Elev 48

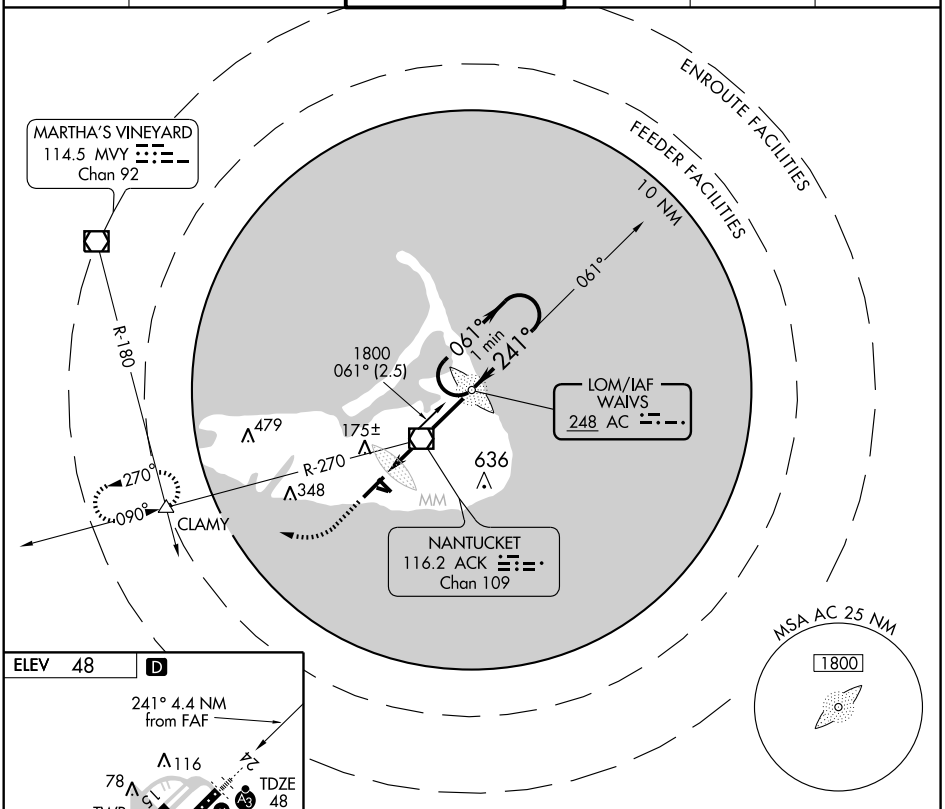
NDB RWY 24
NANTUCKET MEMORIAL (ACK)

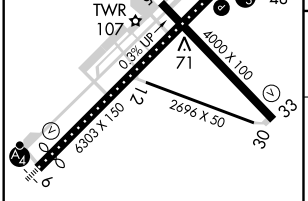
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

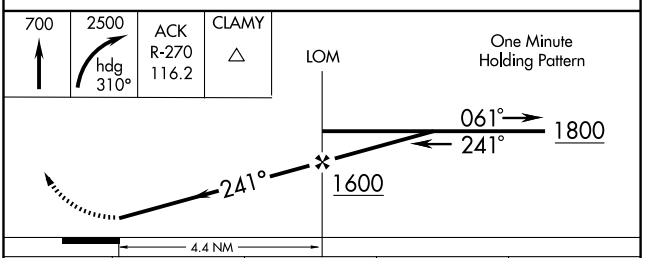
ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



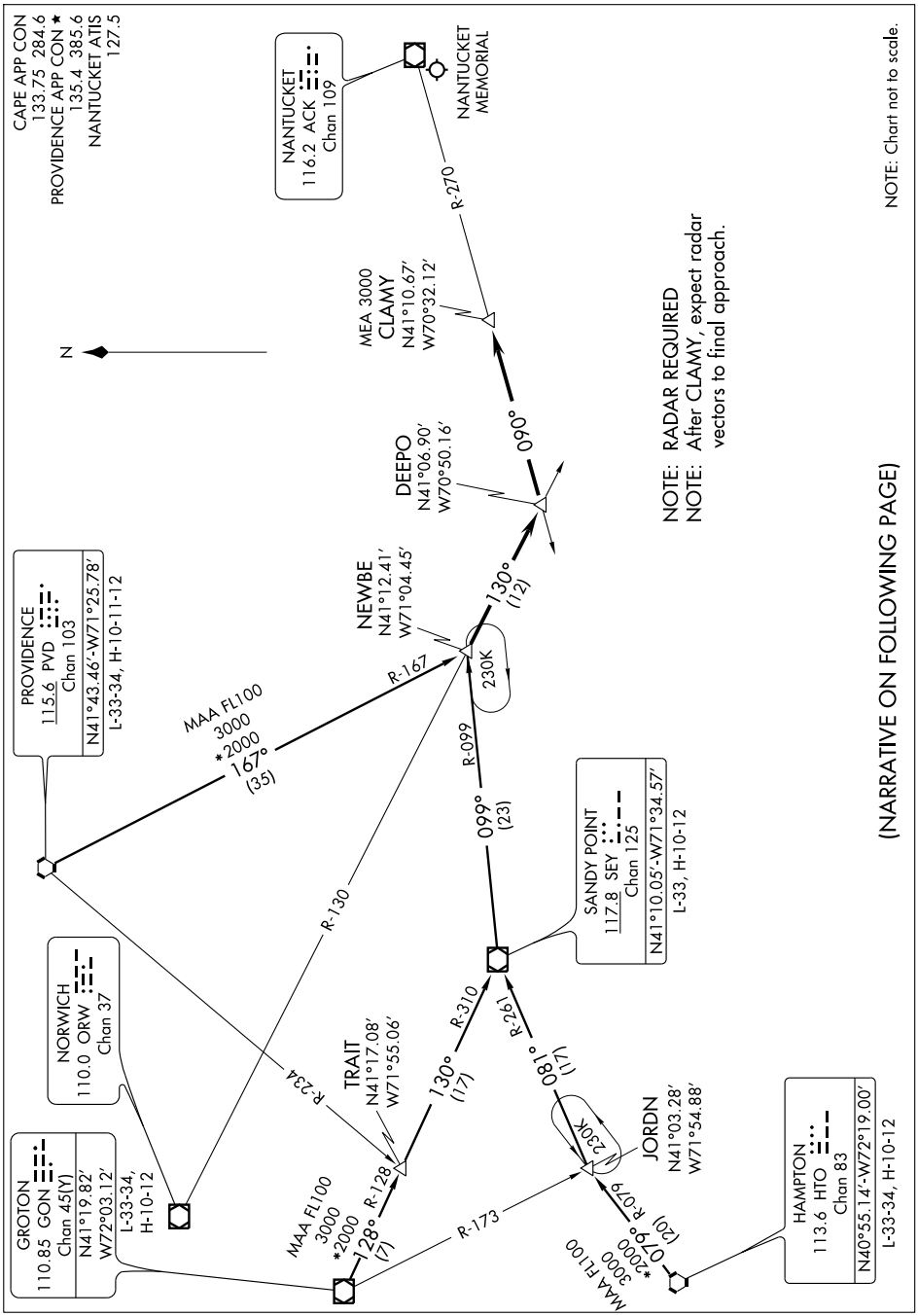
CATEGORY	A	B	C	D
S-24	480/40 432 (500-¾)			480/60 432 (500-1¼)
CIRCLING	480-1 432 (500-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NEWBE ONE ARRIVAL

ST-659 (FAA)

NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS



NEWBE ONE ARRIVAL
(NEWBE.NEWBE1) 07298

NANTUCKET, MASSACHUSETTS
NANTUCKET MEMORIAL

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE1): From over GON VOR/DME via GON R-128 to TRAIT INT, then via SEY R-310 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE1): From over HTO VORTAC via HTO R-079 to JORDN INT, then via SEY R-261 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE1): From over PVD VORTAC via PVD R-167 to NEWBE INT. Thence . . . .

. . . . From over NEWBE INT via ORW R-130 to DEEPO INT, then via the ACK R-270 to CLAMY INT (MEA 3000). After CLAMY INT, expect radar vectors to the final approach course.

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WAAS CH 81912 W06A	APP CRS 061°	Rwy ldg 5752 TDZE 39 Apt Elev 48

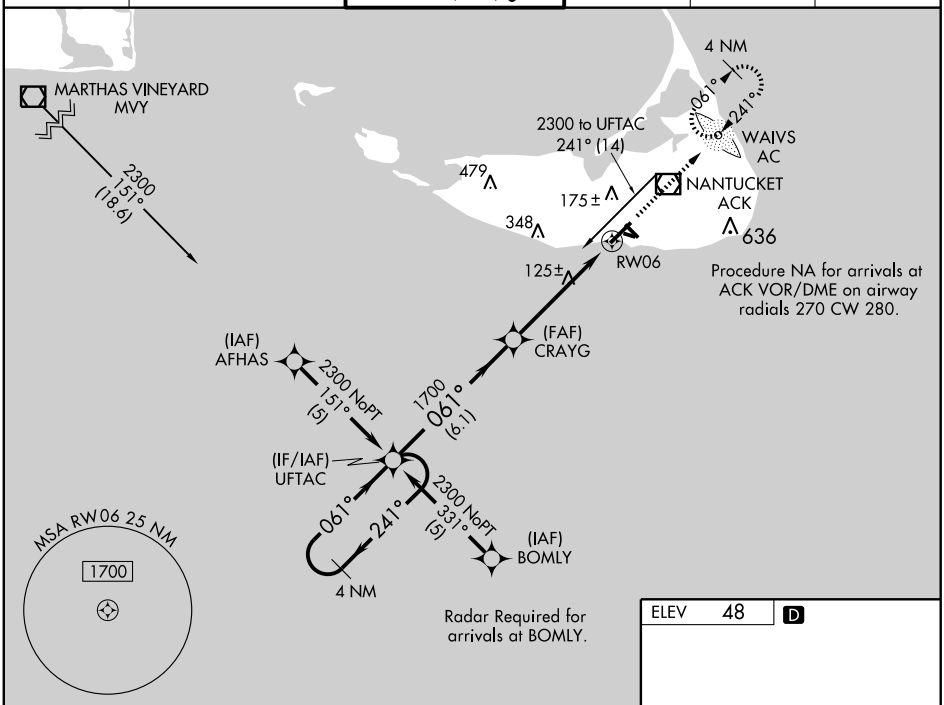
RNAV (GPS) RWY 6
NANTUCKET MEMORIAL (ACK)

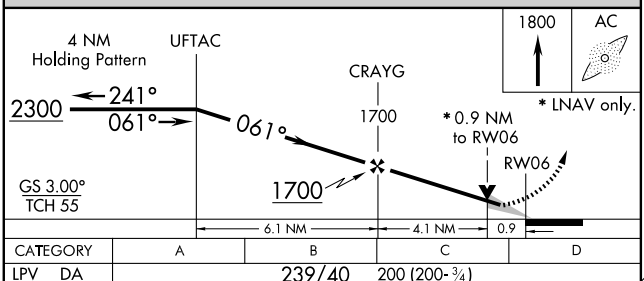
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats and LNAV Cats C and D visibility to RVR 6000. Baro-VNAV and VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C when using Hyannis altimeter setting.

MALSF

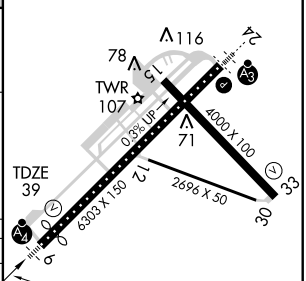
MISSED APPROACH: Climb to 1800 direct WAIVS LOM and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





CATEGORY	A	B	C	D
LPV DA	239/40 200 (200-¾)			
LNAV/VNAV DA	352/40 313 (400-¾)			352/50 313 (400-1)
LNAV MDA	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

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NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 93612 W24A	APP CRS 241°	Rwy ldg 6303 TDZE 48 Apt Elev 48

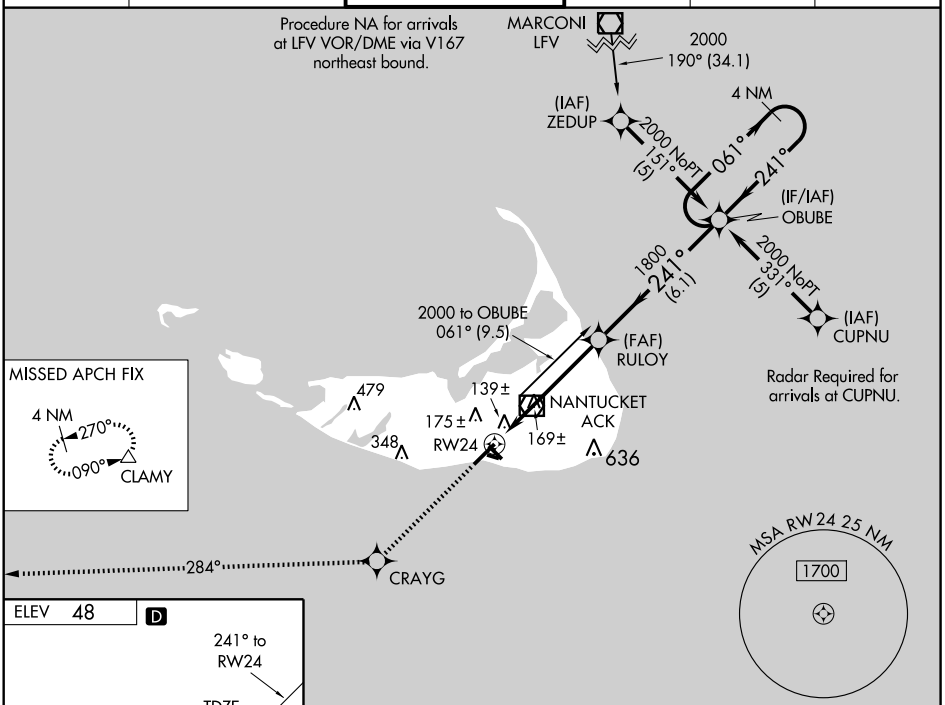
RNAV (GPS) RWY 24
NANTUCKET MEMORIAL (ACK)

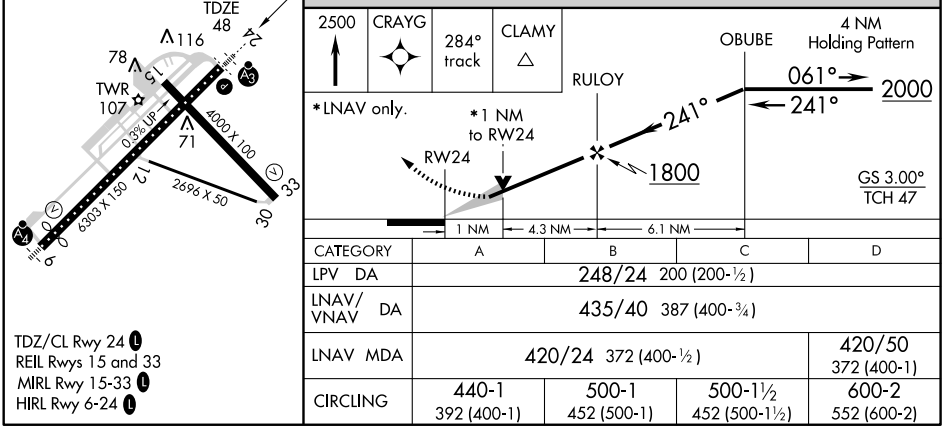
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting. For inoperative SSALR, increase LNAV Cat D visibility to RVR 6000. For inoperative SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 5000.

SSALR

MISSED APPROACH: Climb to 2500 direct CRAYG and via 284° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





CATEGORY	A	B	C	D
LPV DA	248/24 200 (200-½)			
LNAV/VNAV DA	435/40 387 (400-¾)			
LNAV MDA	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

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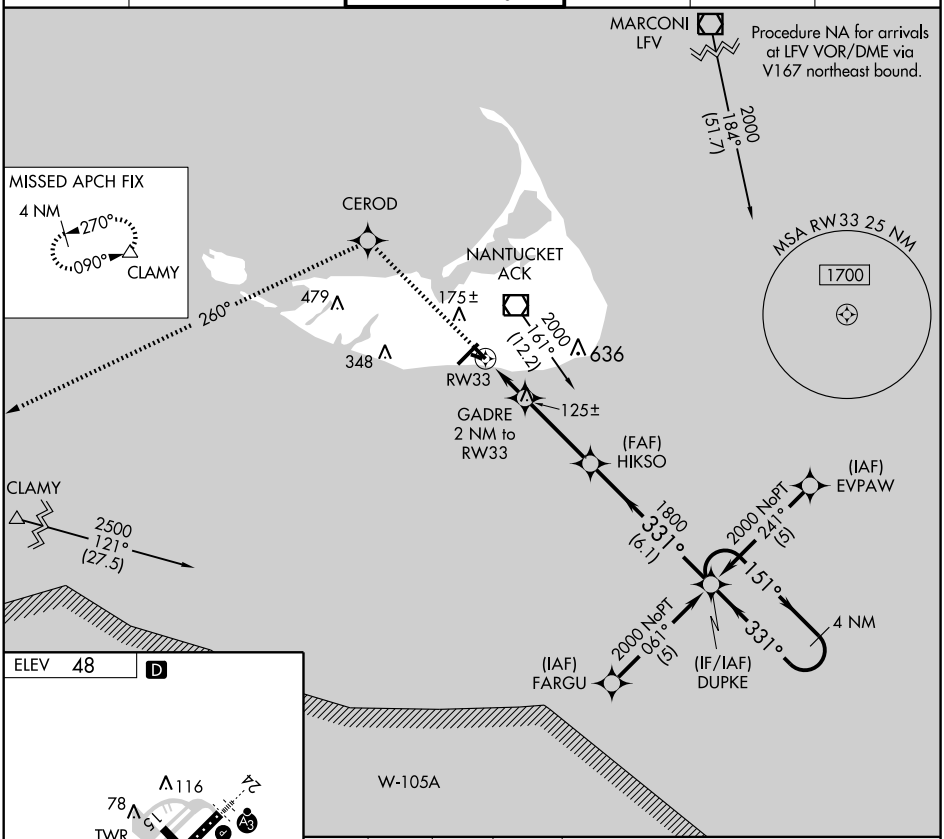
APP CRS	Rwy ldg	4000
331°	TDZE	44
	Apt Elev	48

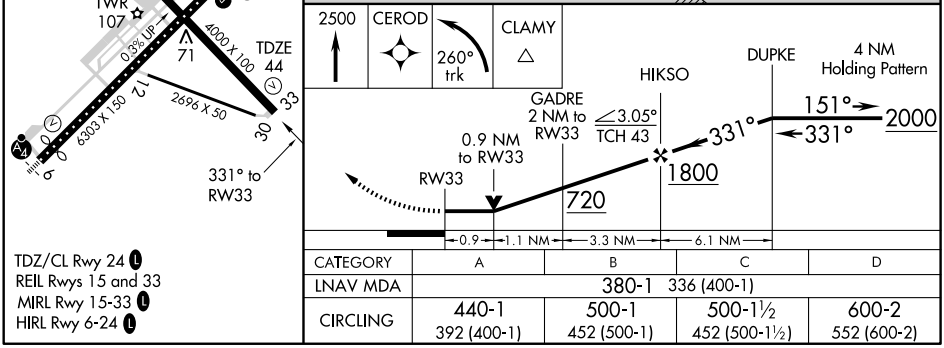
RNAV (GPS) RWY 33
NANTUCKET MEMORIAL (ACK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D visibility ¼ mile.
VDP NA when using Hyannis altimeter setting.

MISSED APPROACH: Climb to 2500 direct CEROD and left turn via 260° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
LNAV MDA	380-1 336 (400-1)			
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

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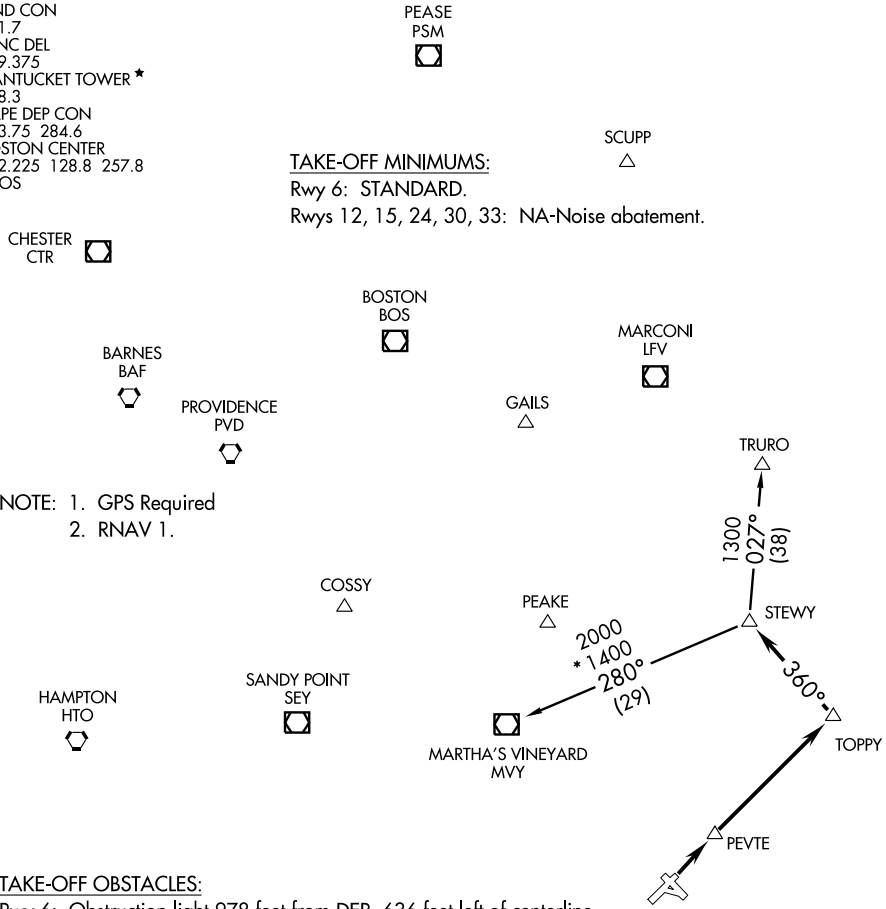
STEWY ONE DEPARTURE (RNAV)

ATIS 127.5
GND CON
121.7
CLNC DEL
119.375
NANTUCKET TOWER ★
118.3
CAPE DEP CON
133.75 284.6
BOSTON CENTER
132.225 128.8 257.8
ASOS

TAKE-OFF MINIMUMS:
Rwy 6: STANDARD.
Rwys 12, 15, 24, 30, 33: NA-Noise abatement.



NOTE: 1. GPS Required
2. RNAV 1.

TAKE-OFF OBSTACLES:
Rwy 6: Obstruction light 978 feet from DER, 636 feet left of centerline, 14 feet AGL/73 feet MSL,
Trees, 1827 feet from DER, 480 feet right of centerline, 15 feet AGL/75 feet MSL,
Multiple trees beginning 3586 feet from DER, 1134 feet left of centerline up to 60 feet AGL/139 feet MSL.

NOTE: Chart not to scale.

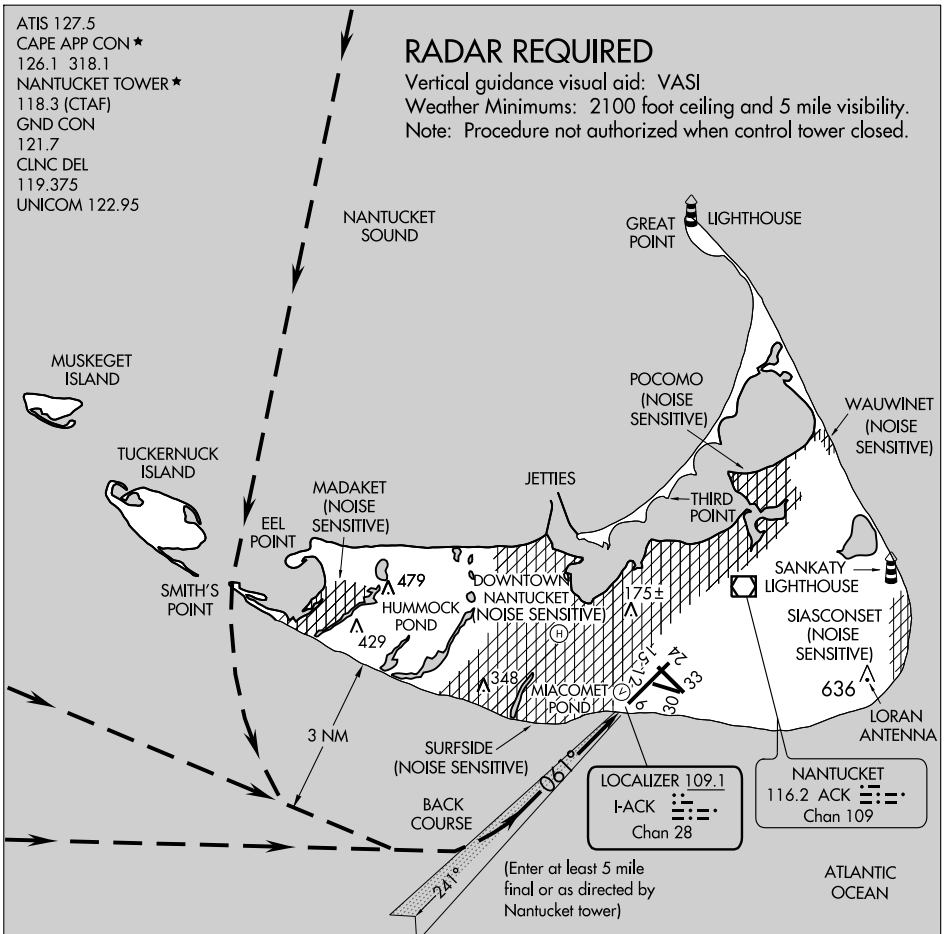
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb to 2000 direct PEVTE, direct TOPPY, then via 360° track to STEWY, thence. . .
. . .via transition/route or assigned fix. Expect filed altitude 10 minutes after departure.

TRURO TRANSITION (STEWY1.TRURO): From over STEWY INT via 027° track to TRURO INT.

MVY TRANSITION (STEWY1.MVY): From over STEWY INT via 280° track to MVY VOR/DME.

NE-1, 21 OCT 2010 to 18 NOV 2010



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NE-1, 21 OCT 2010 to 18 NOV 2010

ACK VOR/DME 116.2 Chan 109	APP CRS 240°	Rwy ldg 6303 TDZE 48 Apt Elev 48

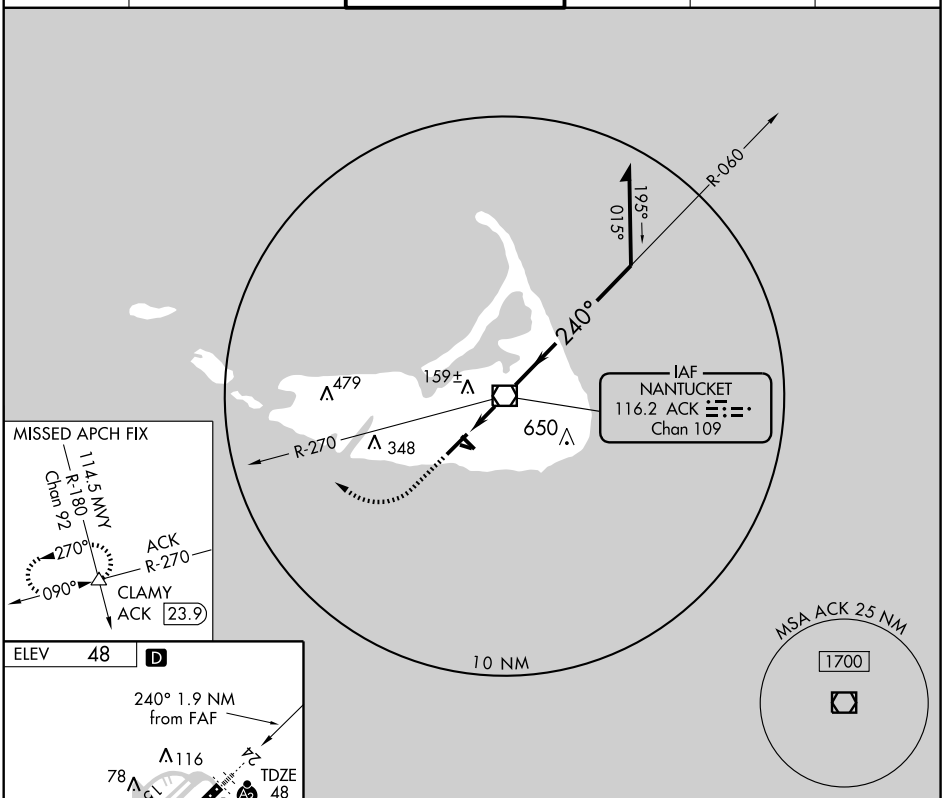
VOR RWY 24
NANTUCKET MEMORIAL (ACK)

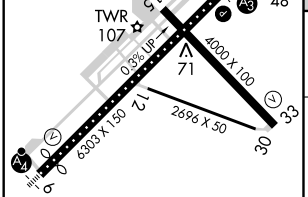
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

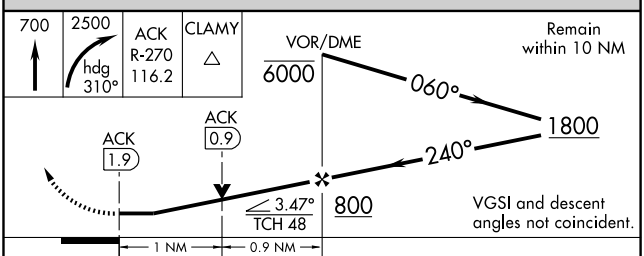
ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38



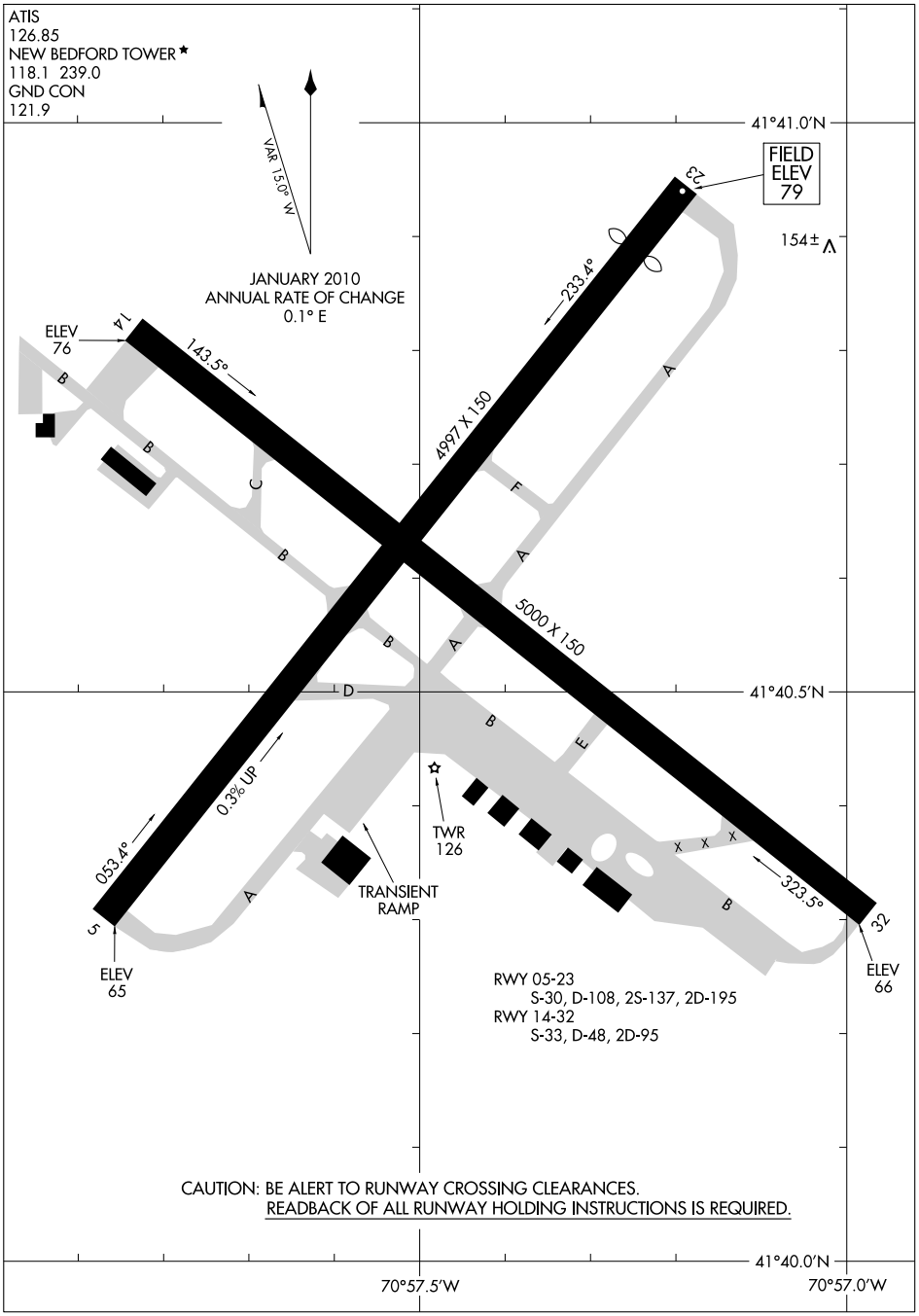
CATEGORY	A	B	C	D
S-24	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-644 (FAA)

NEW BEDFORD RGNL (EWB)
NEW BEDFORD, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NEW BEDFORD, MASSACHUSETTS
NEW BEDFORD RGNL (EWB)

10210

NEW BEDFORD RGNL (EWB) 2 NW UTC−5(−4DT) N41°40.59′ W70°57.47′ NEW YORK

79 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA NOTAM FILE EWB H–10J, 11D, 12K, L–33D

RWY 14–32: H5000X150 (ASPH) S–33, D–48, 2D–95 MIRL IAP, AD

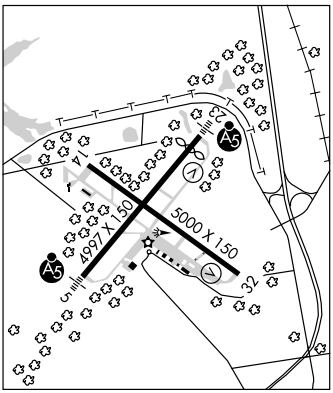
RWY 14: Tree.

RWY 32: REIL. VASI(V4L)—GA 3.0°TCH 52′. Trees.

RWY 05–23: H4997X150 (ASPH) S–30, D–108, 2S–137, 2D–195 HIRL 0.3% up NE

RWY 05: MALSR. Tree.

RWY 23: MALSR. VASI(V4L)—GA 3.1° TCH 31′. Thld dsplcd 414′. Tree.



AIRPORT REMARKS: Attended 1100–0500Z‡. Birds and deer on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 05–23, MIRL Rwy 14–32, MALSR Rwys 05 and Rwy 23, REIL Rwy 32—CTAF. VASI Rwys 23 and 32 ops 24 hours. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (508) 992–0195. LAWRS.

COMMUNICATIONS: CTAF 118.1 **ATIS** 126.85 508–994–6277.

UNICOM 122.95

Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡)

BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

TOWER 118.1 (1200–0300Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 112° 21.4 NM to fld. 49/14W. **HIWAS.**

NEFOR NDB (LOM) 274 EW N41°37.30′ W71°01.06′ 055° 4.3 NM to fld.

ILS/DME 109.7 I–EWB Chan 34 Rwy 05. LOM NEFOR NDB. EW NDB unusable byd 7.0 NM. LOC backcourse and backcourse DME unusable byd 12 NM. LOC backcourse and backcourse DME unusable 15° left and right of course. Autopilot coupled apch blo 470′ not authorized. ILS unmonitored when twr clsd.

NEWBURYPORT

PLUM ISLAND (2B2) 1 SE UTC−5(−4DT) N42°47.72′ W70°50.37′ NEW YORK

11 S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE BDR

RWY 14–32: 2300X100 (TURF–GRVL)

RWY 14: Trees **RWY 32:** Trees

RWY 10–28: H2105X50 (ASPH) S–8

RWY 10: Trees. **RWY 28:** Thld dsplcd 300′. Fence.

AIRPORT REMARKS: Attended Apr–Sep 1300–2300Z‡. Attended irregularly Oct–Mar. No touch and go allowed. Rwy 10–28 outlined with reflectors.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **BOSTON APP/DEP CON** 124.4

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

NORTH ADAMS

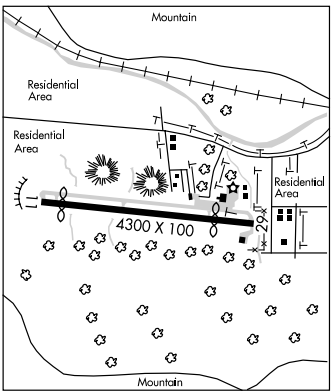
HARRIMAN–AND–WEST (AQW) 3 W UTC−5(−4DT) N42°41.77′ W73°10.21′ NEW YORK

654 B S6 **FUEL** 100LL, JET A OX 3 TPA—1654(1000) NOTAM FILE AQW L–32G, 33B, 34J

RWY 11–29: H4300X100 (ASPH) S–25 MIRL

RWY 11: Thld dsplcd 1180′. Trees.

RWY 29: Thld dsplcd 800′. Trees.



AIRPORT REMARKS: Attended dawn–dusk. Mountain ranges 9,100 ft north at elev 1,894 ft; 4,300 ft north at elev 2,254 ft; 10,800 ft south at elev 2,951 ft; 12,800 ft south at elev 2,690 ft. Extensive glider operations sunrise–sunset surface–18,000 ft year round, primarily weekends and holidays. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 11–29—CTAF.

WEATHER DATA SOURCES: ASOS 134.775 (413) 664–6658.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.

CAMBRIDGE (L) VORW/DME 115.0 CAM Chan 97 N42°59.66′ W73°20.64′ 171° 19.5 NM to fld. 1490/14W. **HIWAS.**

LOC/DME I-EWB 109.7 Chan 34	APP CRS 054°	Rwy ldg 4997 TDZE 72 Apt Elev 80

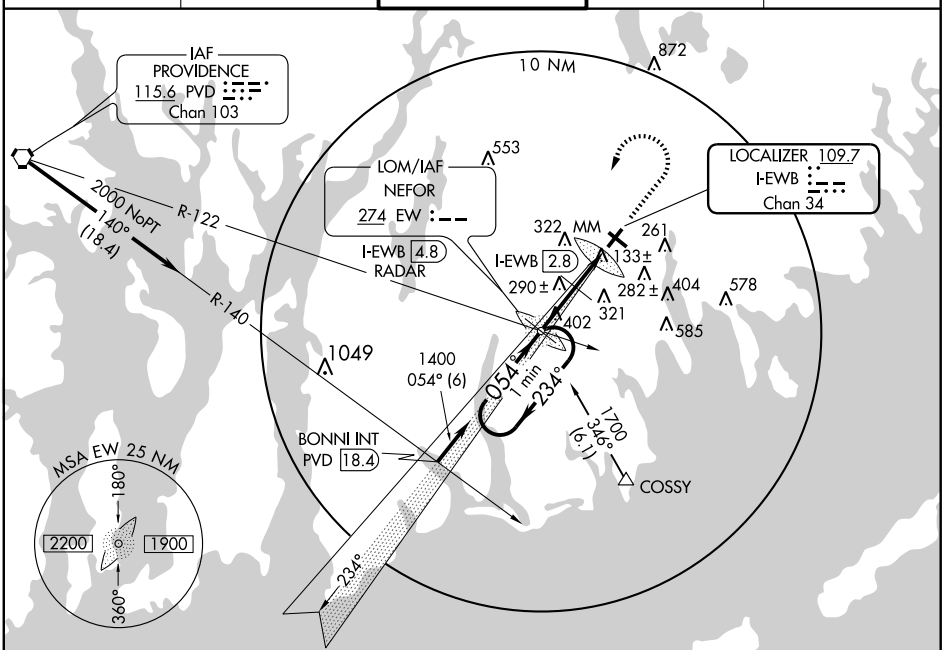
ILS or LOC RWY 5
NEW BEDFORD RGNL (EWB)

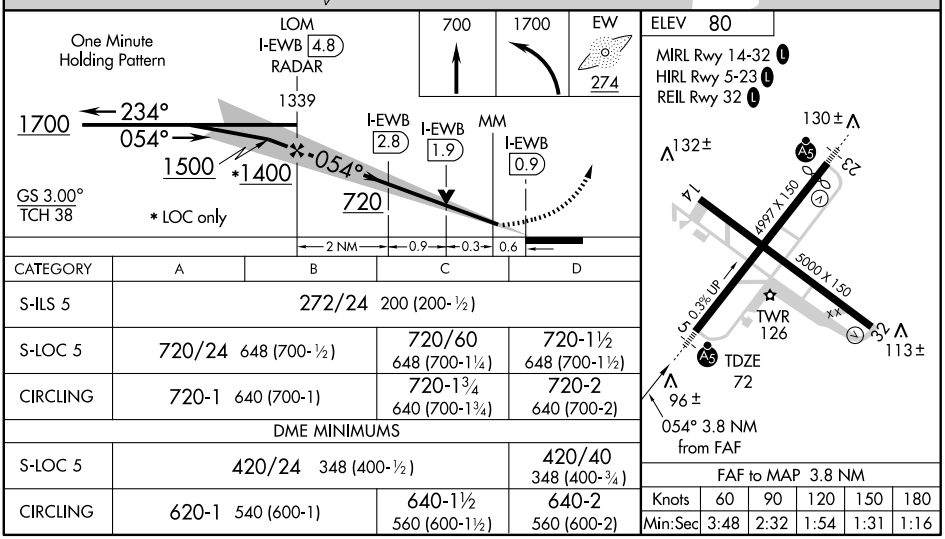
Auto coupled approach NA below 470.
ADF required.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 5	272/24 200 (200-½)			
S-LOC 5	720/24 648 (700-½)		720/60 648 (700-1¼)	720-1½ 648 (700-1½)
CIRCLING	720-1 640 (700-1)		720-1¾ 640 (700-1¾)	720-2 640 (700-2)
DME MINIMUMS				
S-LOC 5	420/24 348 (400-½)			420/40 348 (400-¾)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EWB	APP CRS	Rwy ldg	4583
109.7	234°	TDZE	78
Chan 34		Apt Elev	80

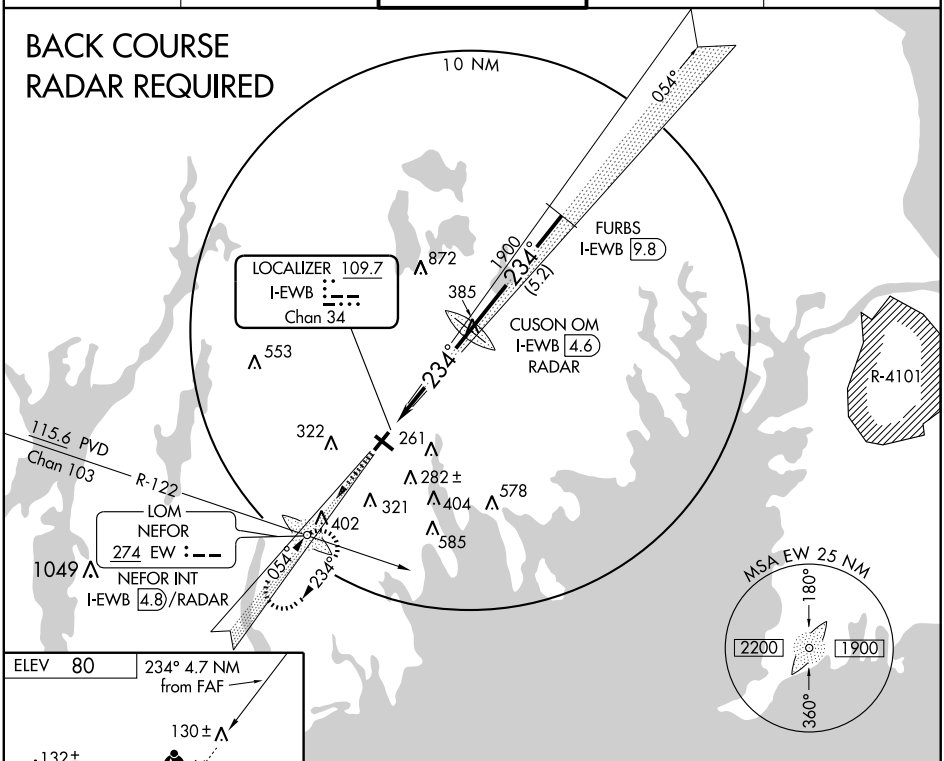
LOC BC RWY 23
NEW BEDFORD RGNL (EWB)

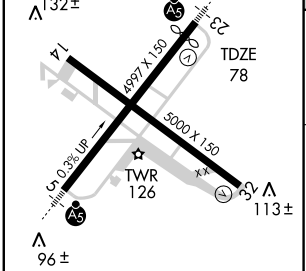
For inoperative MALSR, increase S-23 visibility ¼ mile all Cats.

MALSR

MISSED APPROACH: Climb to 1700 via I-EWB SW course to NEFOR LOM/Int/I-EWB 4.8 DME/RADAR and hold.

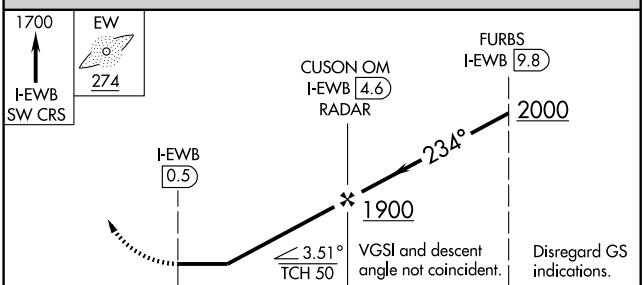
ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95





MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-23	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

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LOM EW	APP CRS	Rwy ldg	4997
274	055°	TDZE	72
		Apt Elev	80

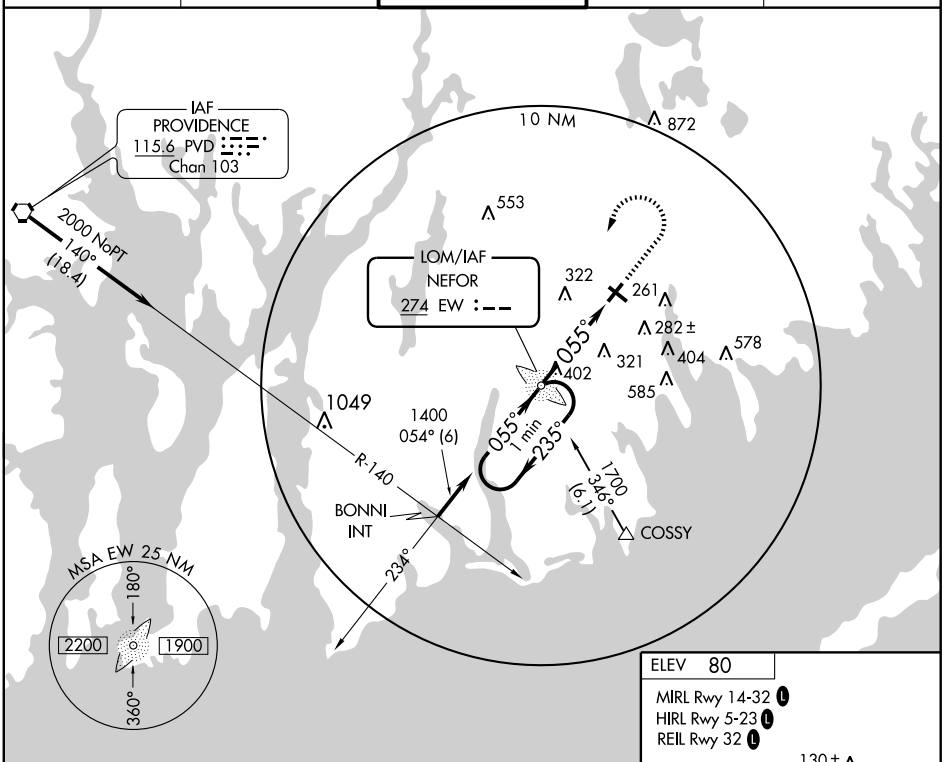
NDB RWY 5

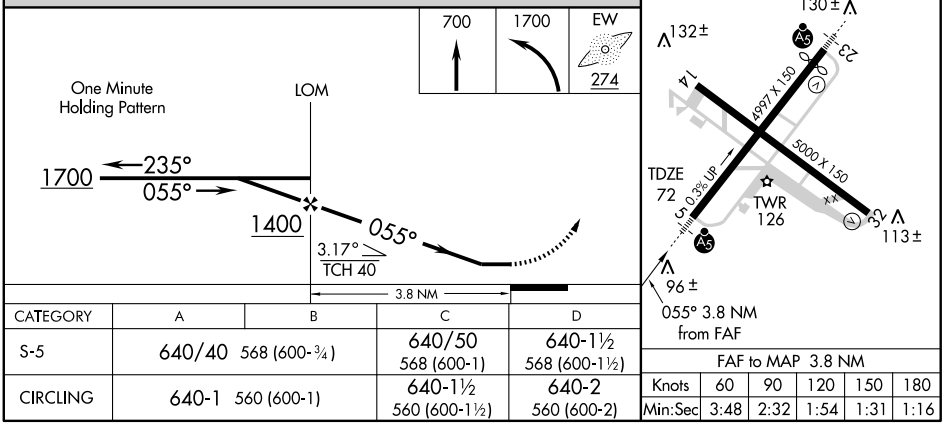
NEW BEDFORD RGNL (EWB)

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95





CATEGORY	A	B	C	D
S-5	640/40 568 (600-¾)		640/50 568 (600-1)	640-1½ 568 (600-1½)
CIRCLING	640-1 560 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4997
054°	TDZE	72
	Apt Elev	80

RNAV (GPS) RWY 5
NEW BEDFORD RGNL (EWB)

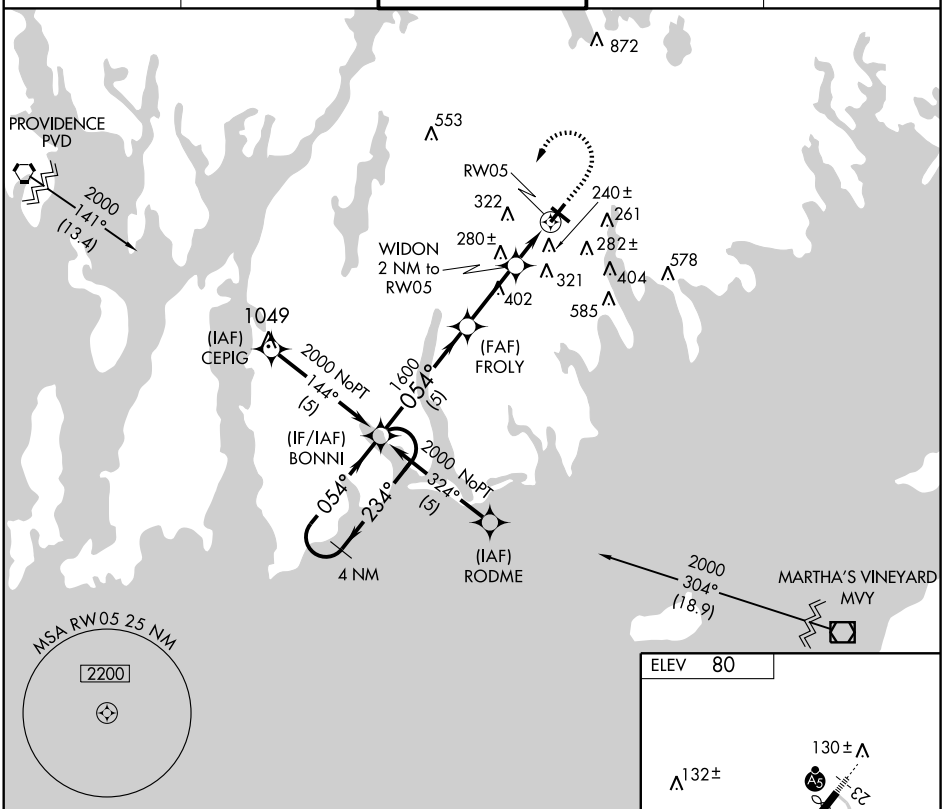
T
NA

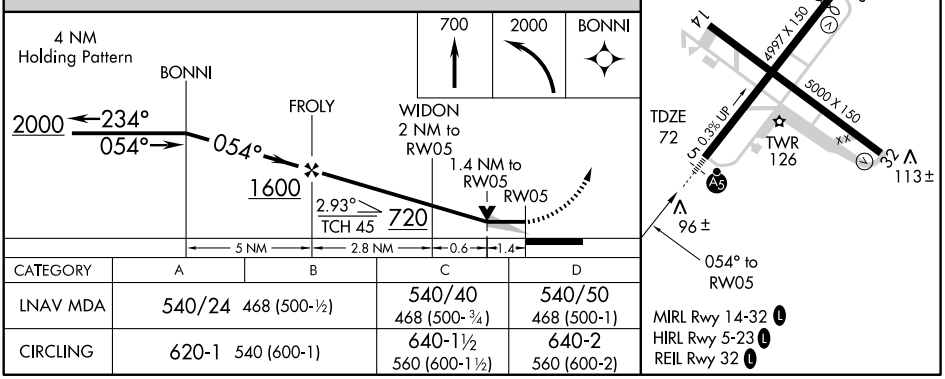
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	540/24 468 (500-½)		540/40 468 (500-¾)	540/50 468 (500-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4583
234°	TDZE	78
	Apt Elev	80

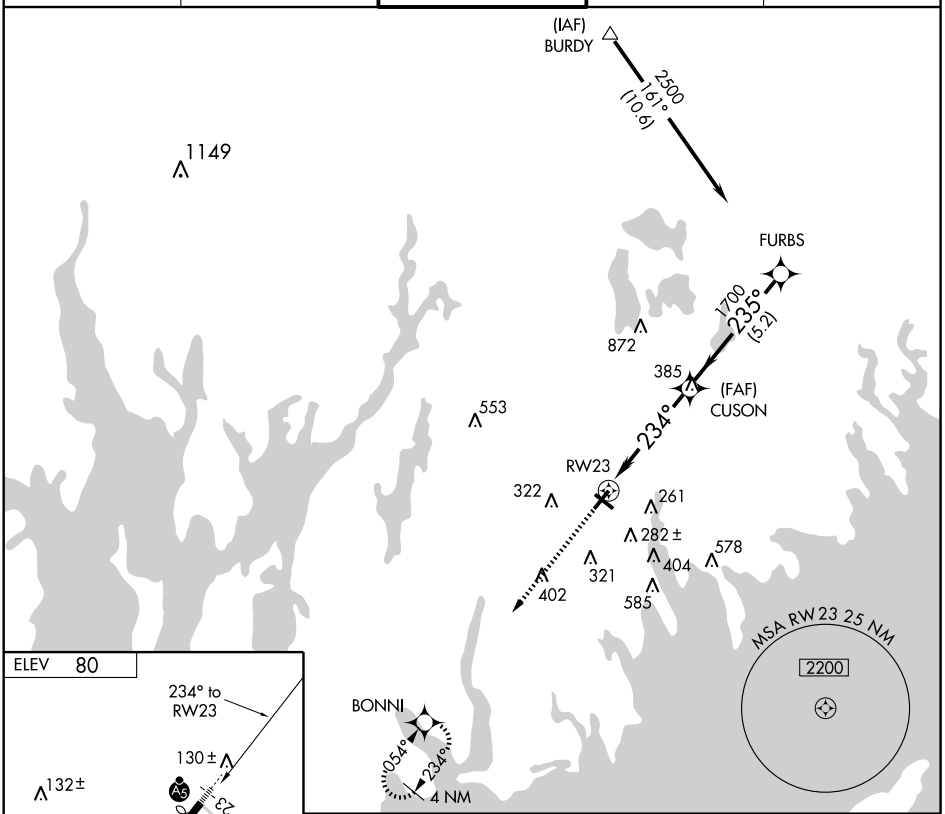
RNAV (GPS) RWY 23
NEW BEDFORD RGNL (EWB)

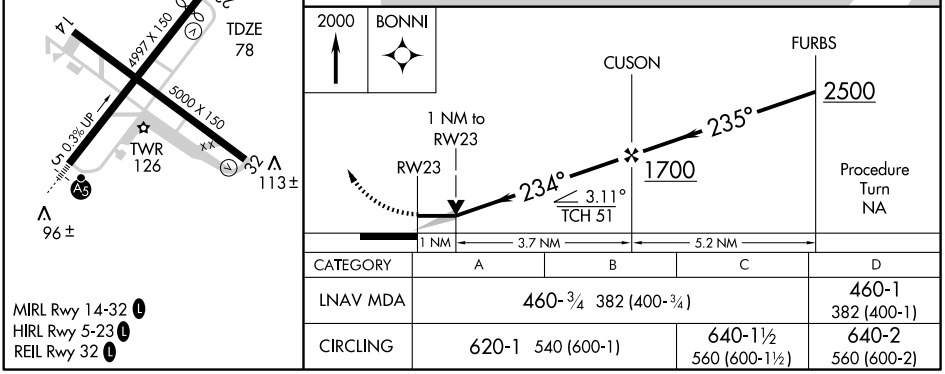
For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1, Cat D to 1¼.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct to BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

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TEDDY THREE ARRIVAL

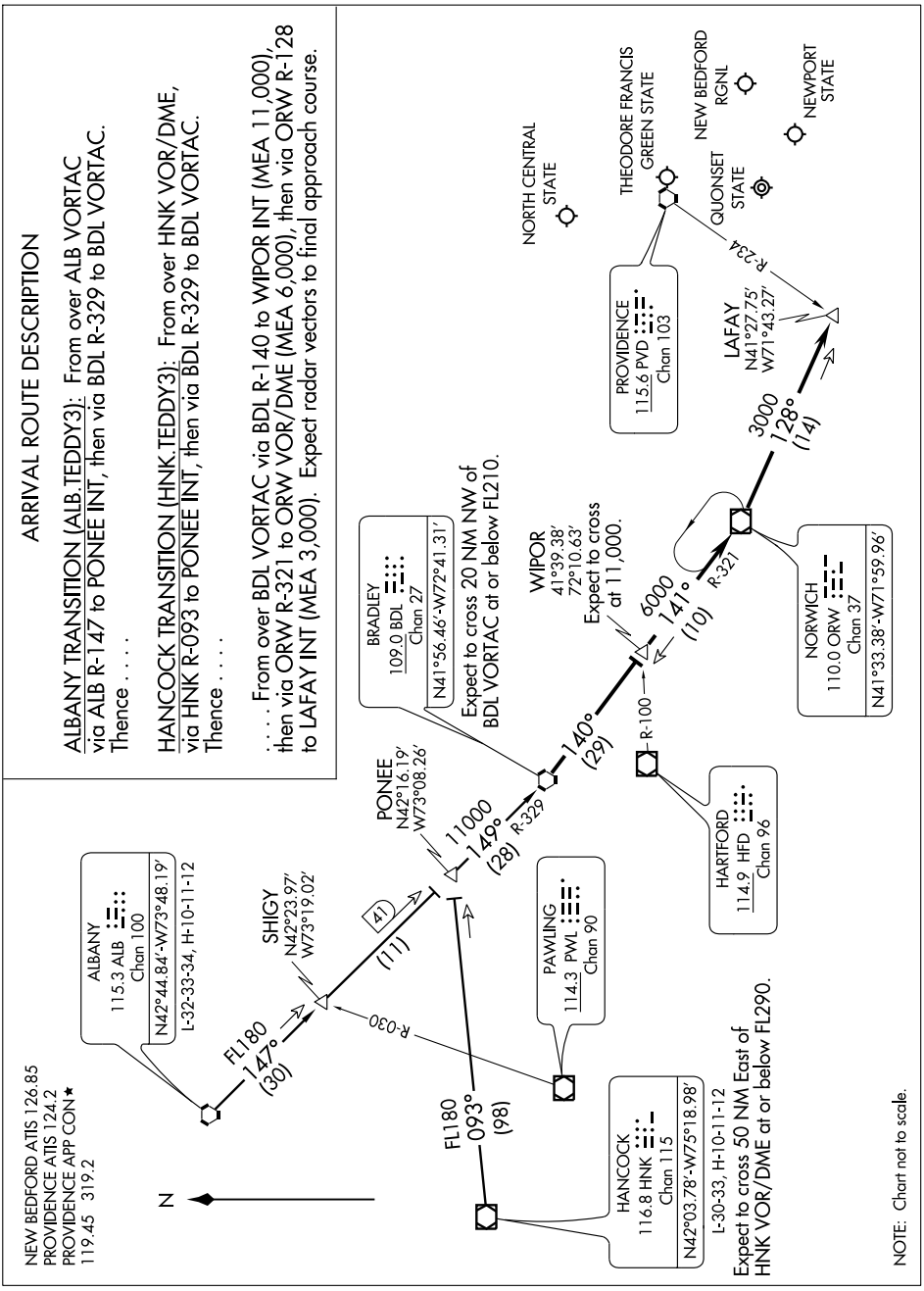
PROVIDENCE, RHODE ISLAND

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence . . . .

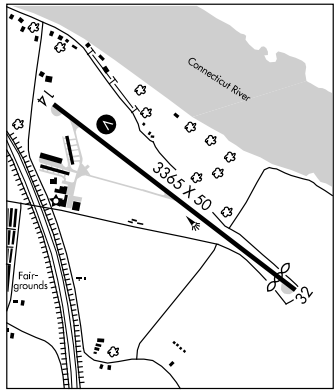
. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

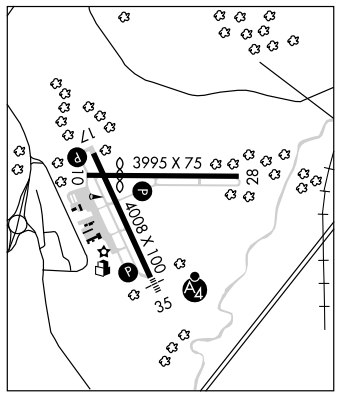
NORTHAMPTON (7B2) 1 NE UTC−5(−4DT) N42°19.69′ W72°36.69′ **NEW YORK**
121 B S2 **FUEL** 100LL NOTAM FILE BTV **L–33C, 34J**
RWY 14–32: H3365X50 (ASPH) S–7.5 HIRL **IAP**
RWY 14: VASI(V4L)—GA 4.0° TCH 58′. Trees.
RWY 32: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel is 24 hr self–serve. Arpt CLOSED to acft and helicopters certified for 12,500 pounds and over. Rwy 14 VASI unusable beyond 1° left of center line. ACTIVATE HIRL Rwy 14–32 and VASI Rwy 14—CTAF. Landing fee for commercial acft. Fee and PPR for commercial balloon ops.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.
BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ 039° 11 NM to fld. 270/14W.



NORWOOD MEM (OWD) 2 E UTC−5(−4DT) N42°11.43′ W71°10.38′ **NEW YORK**
49 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OWD **COPTER**
RWY 17–35: H4008X100 (ASPH) S–58, D–69, 2S–88 MIRL **L–33D, 34J**
RWY 17: PAPI(P4R)—GA 3.0° TCH 40′. Trees. **IAP, AD**
RWY 35: MALSF. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88
RWY 10: PAPI (P4R)—GA 4.0° TCH 25′. Thld dsplcd 987′. Tower.
RWY 28: Trees. Rgt tfc.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 35	10–28	3320

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. 1349(1199) and 1349(1249) TV twr 8 NM NNW. 125′ flagpole 1 mile NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM NNW. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acft exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. When twr clsd ACTIVATE MIRL Rwy 17–35, MALSF Rwy 35 and PAPI Rwy 10, Rwy 17, Rwy 35—CTAF. Ldg fee for transient acft with more than 5000 lbs max gross weight.
WEATHER DATA SOURCES: ASOS (781) 762–4314. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 119.95 (781–769–3825)
Ⓡ **BOSTON APP/DEP CON** 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z‡; May 1–Oct 31 1200–0300Z‡.) **GND CON** 121.8 **CLNC DEL** 121.8
AIRSPACE: CLASS D svc Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 20/16W.
STOGE NDB (LOM) 397 OW N42°07.18′ W71°07.70′ 350° 4.7 NM to fld.
ILS/DME 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC only. LOC unmonitored when twr clsd.



APP CRS	Rwy ldg	3365
143°	TDZE	121
	Apt Elev	121

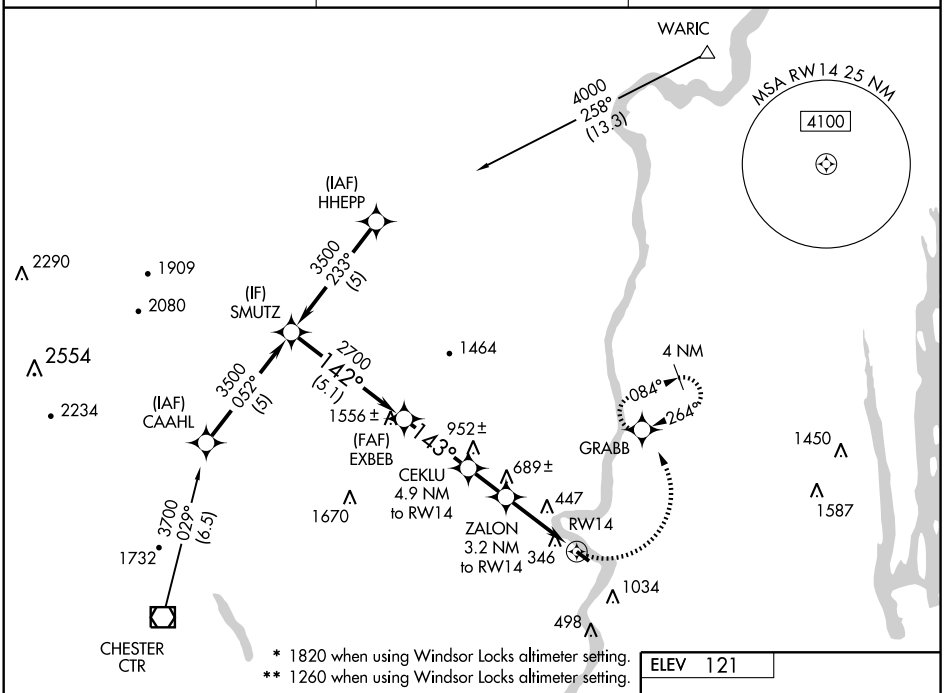
RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

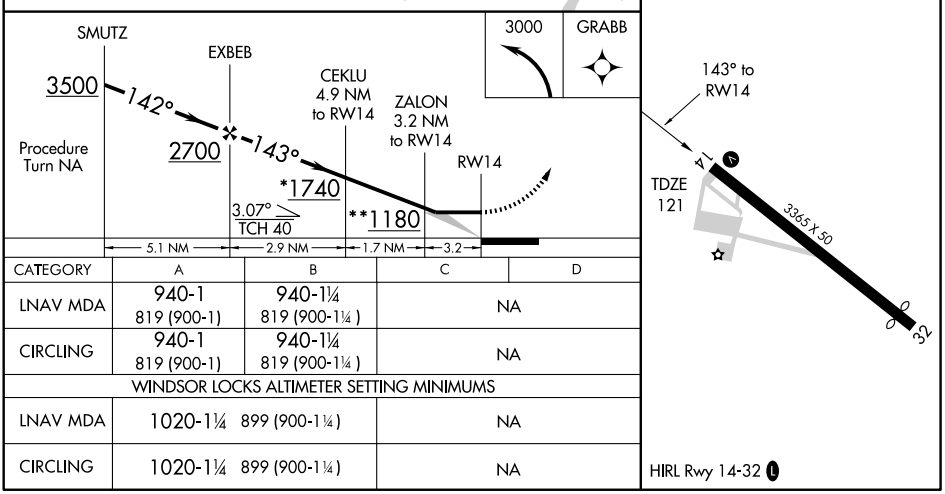
NA

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
CIRCLING	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1020-1¼ 899 (900-1¼)		NA	
CIRCLING	1020-1¼ 899 (900-1¼)		NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
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VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	039°	TDZE	N/A
Chan 77		Apt Elev	121

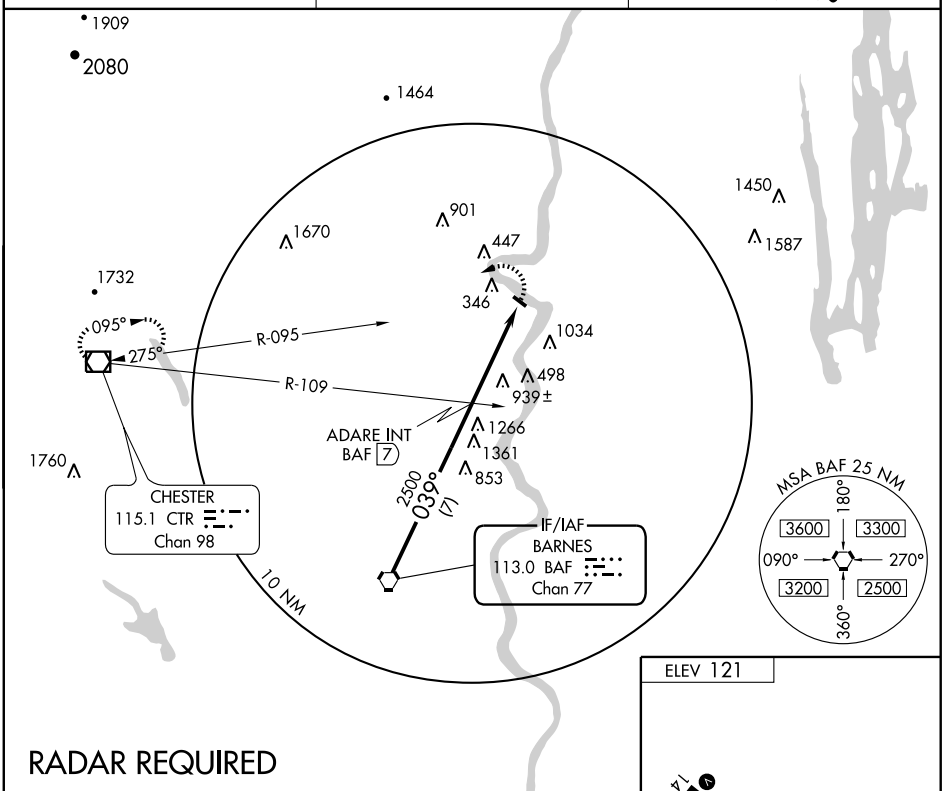
VOR-A
NORTHAMPTON (7B2)

Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

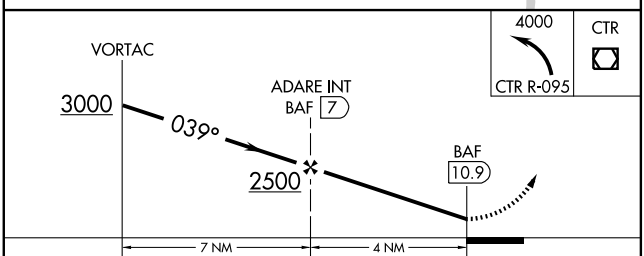
NA

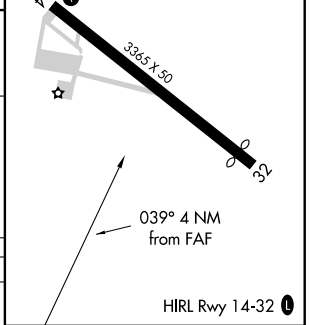
MISSED APPROACH: Climbing left turn to 4000 via CTR VOR/DME R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1419 (1500-1¼)	1540-1½ 1419 (1500-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1¼ 1499 (1500-1¼)	1620-1½ 1499 (1500-1½)	NA	

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME-B
NORTHAMPTON (7B2)

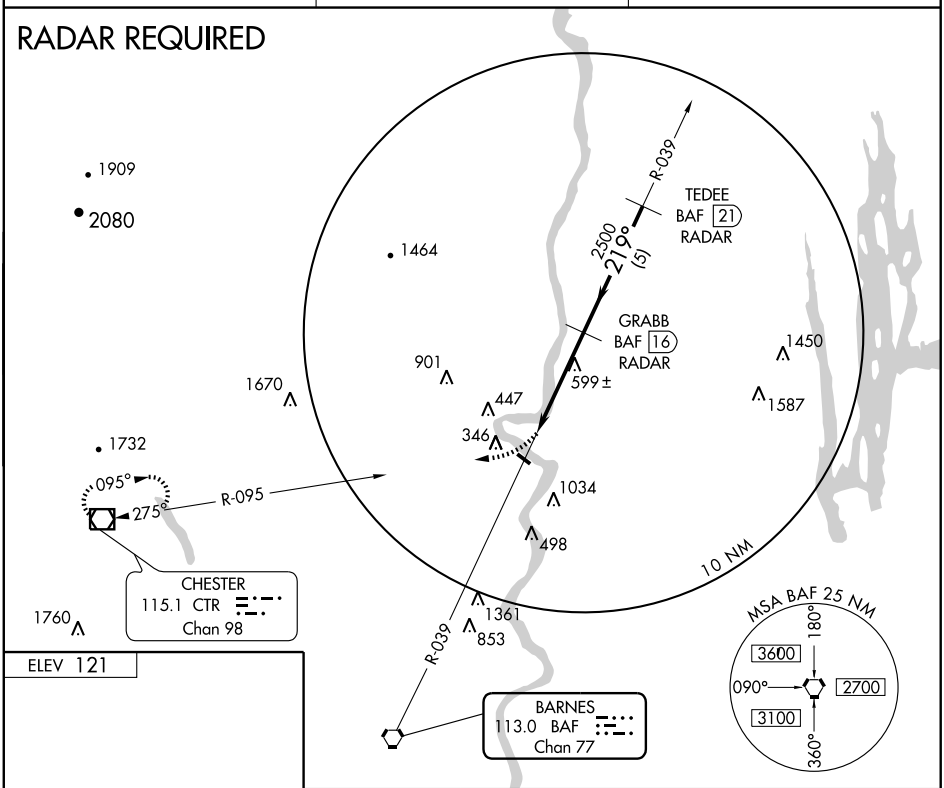
VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	219°	TDZE	N/A
Chan 77		Apt Elev	121

Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

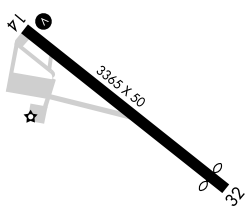
MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L

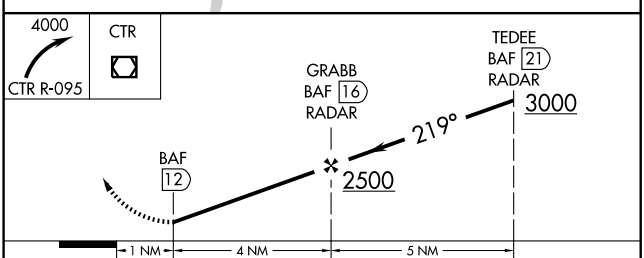
RADAR REQUIRED



ELEV 121



HIRL Rwy 14-32 L



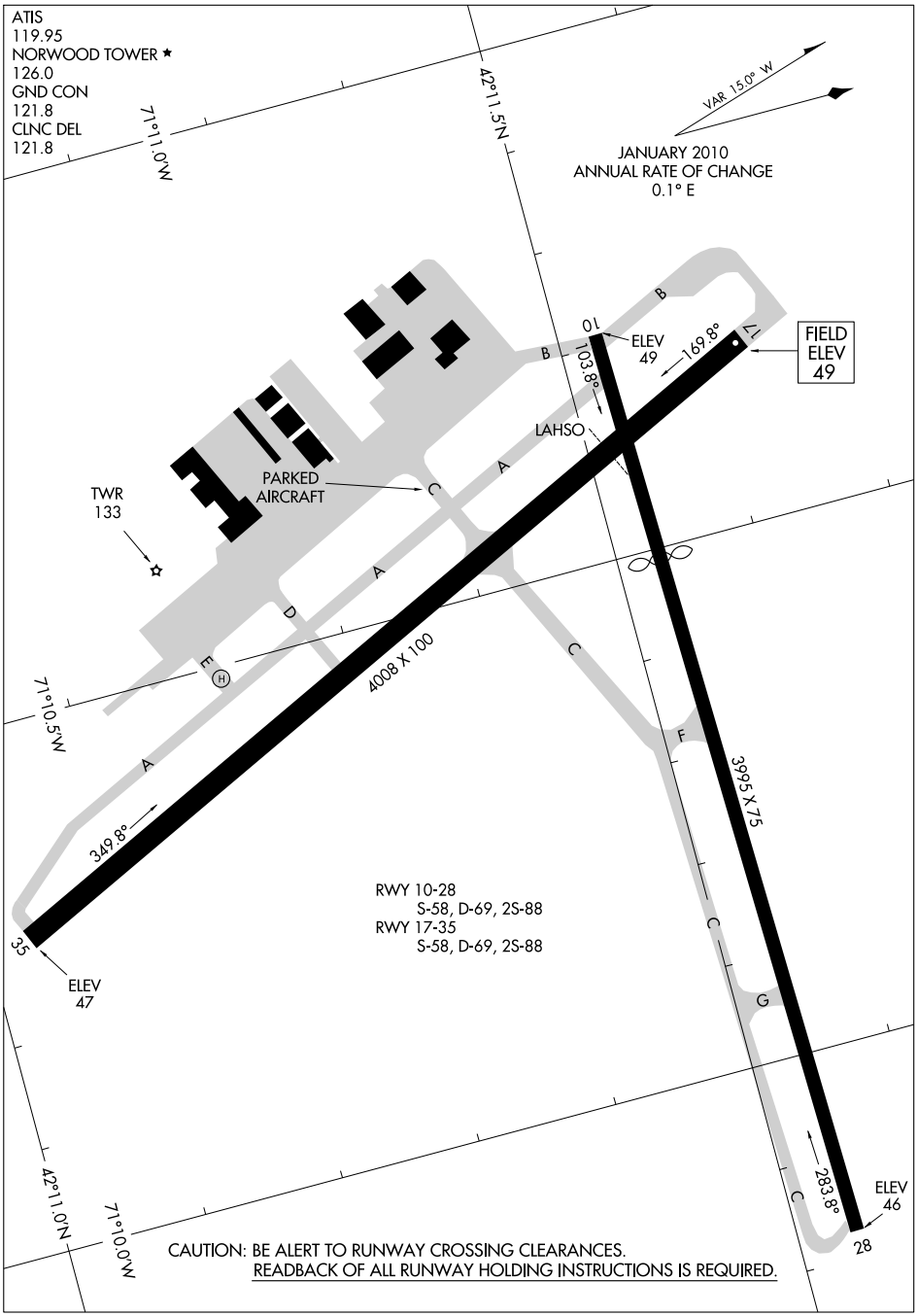
CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 1179 (1200-1¼)	1300-1½ 1179 (1200-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1¼ 1239 (1300-1¼)	1360-1½ 1239 (1300-1½)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEMORIAL (OWD)
NORWOOD, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

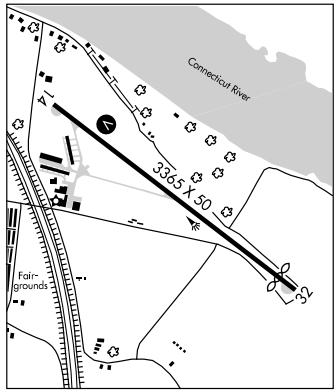
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORWOOD, MASSACHUSETTS
NORWOOD MEMORIAL (OWD)

10266

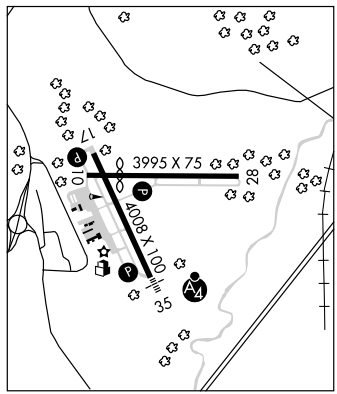
NORTHAMPTON (7B2) 1 NE UTC−5(−4DT) N42°19.69′ W72°36.69′ **NEW YORK**
121 B S2 **FUEL** 100LL NOTAM FILE BTV **L–33C, 34J**
RWY 14–32: H3365X50 (ASPH) S–7.5 HIRL **IAP**
RWY 14: VASI(V4L)—GA 4.0° TCH 58′. Trees.
RWY 32: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Fuel is 24 hr self–serve. Arpt CLOSED to acft and helicopters certified for 12,500 pounds and over. Rwy 14 VASI unusable beyond 1° left of center line. ACTIVATE HIRL Rwy 14–32 and VASI Rwy 14—CTAF. Landing fee for commercial acft. Fee and PPR for commercial balloon ops.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.
BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ 039° 11 NM to fld. 270/14W.



NORWOOD MEM (OWD) 2 E UTC−5(−4DT) N42°11.43′ W71°10.38′ **NEW YORK**
49 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE OWD **COPTER**
RWY 17–35: H4008X100 (ASPH) S–58, D–69, 2S–88 MIRL **L–33D, 34J**
RWY 17: PAPI(P4R)—GA 3.0° TCH 40′. Trees. **IAP, AD**
RWY 35: MALSF. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 10–28: H3995X75 (ASPH) S–58, D–69, 2S–88
RWY 10: PAPI (P4R)—GA 4.0° TCH 25′. Thld dsplcd 987′. Tower.
RWY 28: Trees. Rgt tfc.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 35	10–28	3320

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. 1349(1199) and 1349(1249) TV twr 8 NM NNW. 125′ flagpole 1 mile NW of Rwy 17 apch. 1184(1063.5) twr 8.5 NM NNW. Rwy 28 and 35 rgt tfc for touch and go ldg only. All acft exceeding 87 effective perceived noise level in decibels or 75 decibels, as measured in Part 36 prohibited from using arpt. When twr clsd ACTIVATE MIRL Rwy 17–35, MALSF Rwy 35 and PAPI Rwy 10, Rwy 17, Rwy 35—CTAF. Ldg fee for transient acft with more than 5000 lbs max gross weight.
WEATHER DATA SOURCES: ASOS (781) 762–4314. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 119.95 (781–769–3825)
Ⓡ **BOSTON APP/DEP CON** 124.1
TOWER 126.0 (Nov 1–Apr 30 1200–0100Z‡; May 1–Oct 31 1200–0300Z‡.) **GND CON** 121.8 **CLNC DEL** 121.8
AIRSPACE: CLASS D svc Nov 1–Apr 30 1200–0100Z‡, May 1–Oct 31 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (H) VOR/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ 235° 12.9 NM to fld. 20/16W.
STOGE NDB (LOM) 397 OW N42°07.18′ W71°07.70′ 350° 4.7 NM to fld.
ILS/DME 108.3 I–OWD Chan 20 Rwy 35. LOM STOGE NDB. LOC only. LOC unmonitored when twr clsd.



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

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LOC/DME I-OWD	APP CRS	Rwy ldg	4008
108.3	350°	TDZE	49
Chan 20		Apt Elev	49

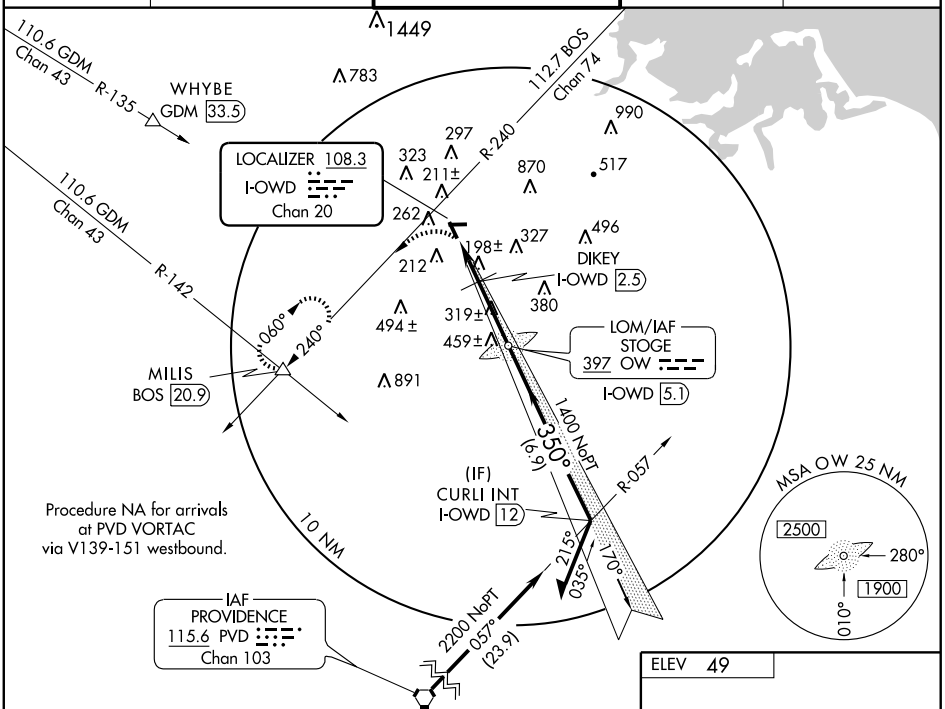
LOC RWY 35
NORWOOD MEMORIAL (OWD)

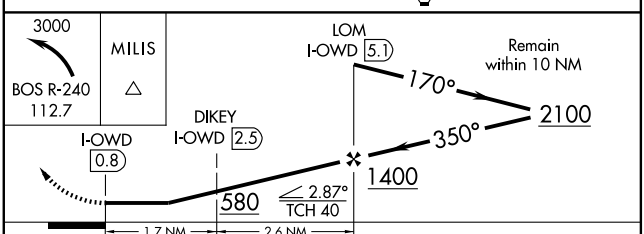
Circling to Rwy 10/28 NA at night.
Inoperative table does not apply to Cat C.

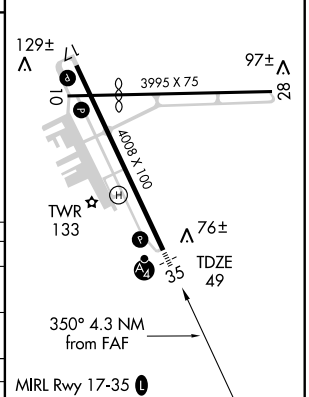
MALSF

MISSED APPROACH: Climbing left turn to 3000 via BOS VOR/DME R-240 to MILIS INT/BOS 20.9 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON		NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1	263.1	126.0 (CTAF) L	121.8	121.8







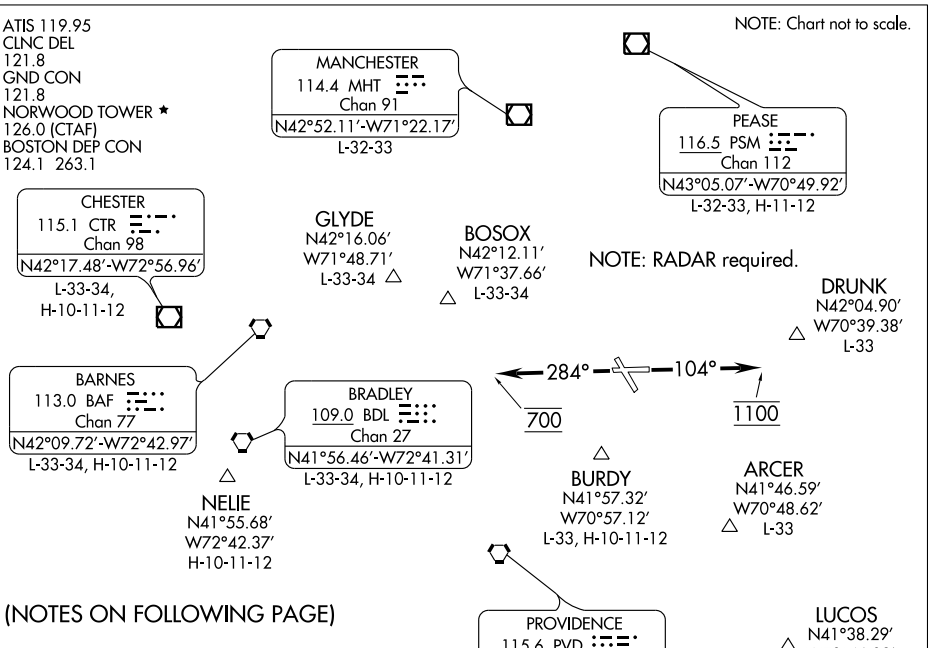
CATEGORY	A	B	C	D
S-35	580-¾ 531 (600-¾)		580-1½ 531 (600-1½)	580-1¾ 531 (600-1¾)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)
DIKEY FIX MINIMUMS				
S-35	500-¾ 451 (500-¾)		500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NORWOOD EIGHT DEPARTURE

SL-725 (FAA)



TAKE-OFF MINIMUMS:

Rwy 10, 300-2 ¼ or STANDARD with minimum climb of 340′ per NM to 400.

Rwy 17, 300-2 ¼ or STANDARD with minimum climb of 220′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later then 1600′ prior to departure end of runway.

Rwy 28, 400-2 or STANDARD with minimum climb of 385′ per NM to 400.

Rwy 35, 300-2 or STANDARD with minimum climb of 230′ per NM to 500, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later thatn 2100′ prior to departure end of runway.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 104° to 1100, then as assigned by ATC, Thence . . .

TAKE-OFF RUNWAY 17: Climb on assigned heading for radar vectors to assigned NAVAID/FIX, Thence . . .

TAKE-OFF RUNWAY 28: Climb heading 284° to 700, then assigned by ATC, Thence . . .

TAKE-OFF RUNWAY 35: Climb heading 280° to 330° as assigned by ATC, Thence . . .

. . . All aircraft expect radar vectors to appropriate depicted NAVAID/FIX. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

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NORWOOD EIGHT DEPARTURE
NORWOOD, MASSACHUSETTS
(OWD8.OWD) 09071
NORWOOD MEMORIAL (OWD)

TAKE-OFF OBSTACLES:

Rwy 10: Trees and bushes beginning abeam DER, 177′ right of centerline, up to 100′ AGL/178′ MSL. Tree 4488′ from DER, 911′ right of centerline, up 100′ AGL/ 237′ MSL. Tree 5428′ from DER, 1946′ right of centerline, 100′ AGL/267′ MSL. Trees beginning abeam DER, 34′ left of centerline, up to 100′ AGL/149′ MSL. Tree 1.9 NM from DER, 2124′ left of centerline, 100′ AGL/346′ MSL.

Rwy 17: Trees beginning 42′ from DER, 248′ left of centerline, up to 78′ AGL/126′ MSL. Tree 1.2 NM from DER, 2183′ left of centerline, 100′ AGL/257′ MSL. Trees beginning 612′ from DER, 155′ right of centerline, up to 100′ AGL/198′ MSL. Tree 1.8 NM from DER, 3301′ right of centerline, 100′ AGL/346′ MSL.

Rwy 28: Trees beginning 594′ from DER, 41′ left of centerline, up to 70′ AGL/188′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Stack spire, rod on stack, light, antenna, and power poles beginning 202′ from DER, 211′ left of centerline, up to 99′ AGL/335′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Vehicle on highway 1499′ from DER, 877′ left of centerline, 17′ AGL/105′ MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225′ from DER, 301′ right of centerline, up to 70′ AGL/335′ MSL. Vehicle on highway 1316′ from DER, 459′ right of centerline, 17′ AGL/85′ MSL. Building 1016′ from DER 59′ right of centerline, 30′ AGL/89′ MSL. Tower 4466′ from DER, 238′ right of centerline, 157′ AGL/262′ MSL. Tree 1.7 NM from DER, 673′ right of centerline,100′ AGL/365′ MSL.
Trees 549′ from DER, 49′ right of centerline, up to 70′ AGL/188′ MSL.

Rwy 35: Trees beginning 647′ from DER, 36′ left of centerline, up to 74′ AGL/133′ MSL. Tree 1.4 NM from DER, 2382′ left of centerline, up to 100′ AGL/306′ MSL. Tree 1.7 NM from DER, 2657′ left of centerline, up to 100′ AGL/316′ MSL. Buildings 1994′ from DER, 1031′ left of centerline, up to 70′ AGL/129′ MSL. Trees beginning 694′ from DER, 60′ right of centerline, up to 73′ AGL/125′ MSL. Poles beginning 5686′ from DER, 769′ right of centerline, up to 148′ AGL/216′ MSL.

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WAAS CH 86400 W35A	APP CRS 350°	Rwy ldg 4008 TDZE 49 Apt Elev 49

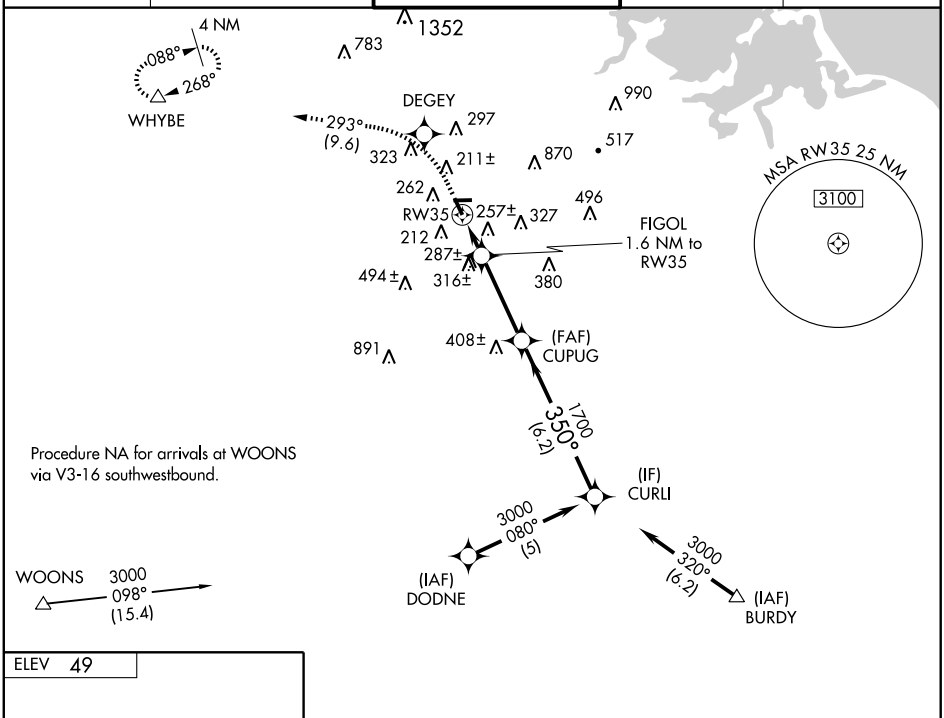
RNAV (GPS) RWY 35
NORWOOD MEMORIAL (OWD)

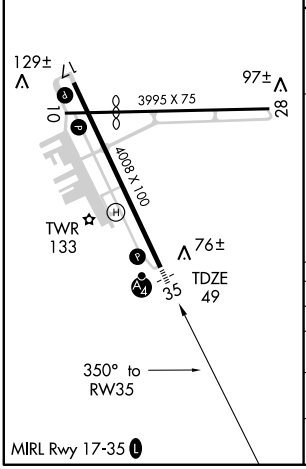
Circling to Rwy 28 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

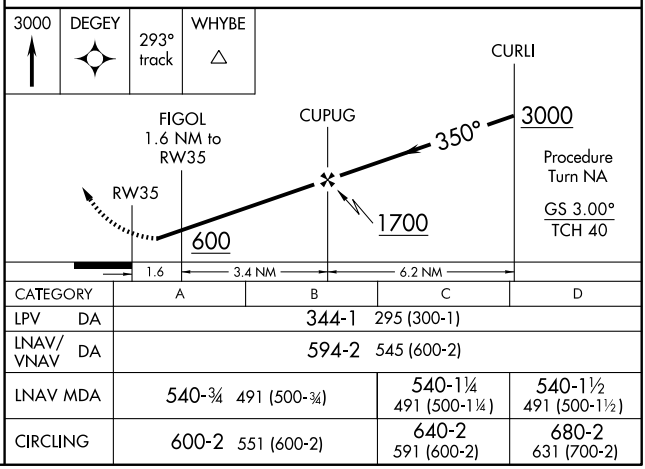
MALSF

MISSED APPROACH: Climb to 3000 direct DEGEY WP and via 293° track to WHYBE WP and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
LPV DA	344-1 295 (300-1)			
LNAV/VNAV DA	594-2 545 (600-2)			
LNAV MDA	540-¾ 491 (500-¾)		540-1¼ 491 (500-1¼)	540-1½ 491 (500-1½)
CIRCLING	600-2 551 (600-2)		640-2 591 (600-2)	680-2 631 (700-2)

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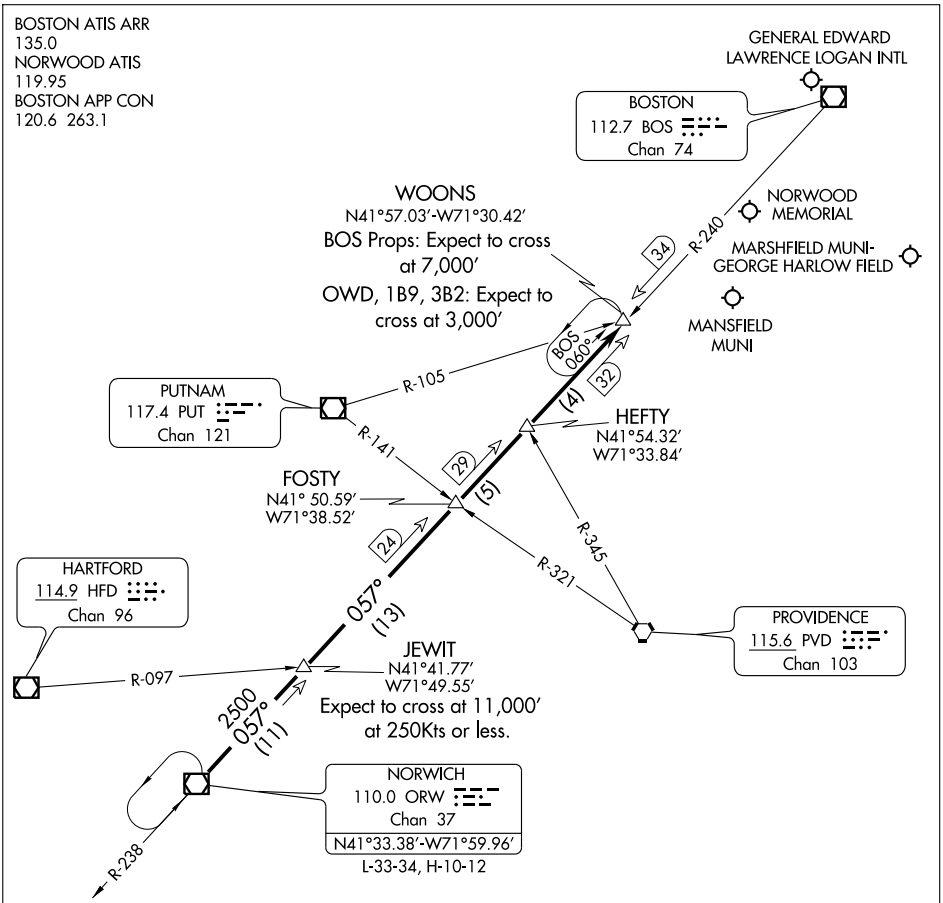
WOONS ONE ARRIVAL

ST-58 (FAA)

BOSTON, MASSACHUSETTS



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG.
Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

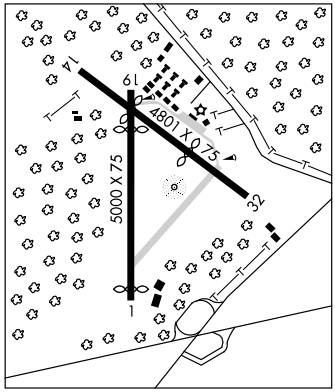
NE-1, 21 OCT 2010 to 18 NOV 2010

WOONS ONE ARRIVAL

BOSTON, MASSACHUSETTS

(ORW.WOONS1) 09239

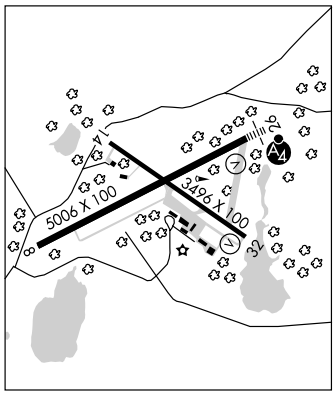
ORANGE MUNI (ORE) 1 SE UTC−5(−4DT) N42°34.21′ W72°17.32′ **NEW YORK**
555 B S2 **FUEL** 80, 100LL, JET A NOTAM FILE ORE **H–10I, 11D, 12K, L–33C, 34J**
RWY 01–19: H5000X75 (ASPH) S–25 MIRL 0.4% up S **IAP**
RWY 01: Thld dsplcd 100′. Trees.
RWY 19: Thld dsplcd 850′. Trees.
RWY 14–32: H4801X75 (ASPH) S–25 MIRL 0.4% up SE
RWY 14: Thld dsplcd 1477′. Trees.
RWY 32: Thld dsplcd 1659′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Parachute jumping weekends only. ACTIVATE MIRL Rwy 01–19 and Rwy 14–32—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (978) 544–6774.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 10.3 NM to fld. 1280/14W.
NDB (MHW) 205 ORE N42°34.12′ W72°17.17′ at fld. Unmonitored. Unusable beyond 15 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



OTIS N41°39.59′ W70°30.85′ NOTAM FILE BDR **NEW YORK**
(L) TACAN Chan 105 FMH (115.8) at CAPE COD CGAS fld. 120/15W. **H–10J, 11D, 12K, L–33D**
No NOTAM MP Mon 1500–1600Z‡.
DME unusable: 315°–100° byd 25 NM blo 3000′
AZIMUTH unusable: 360°–075° byd 30 NM blo 3000′

PLUM ISLAND (See NEWBURYPORT)

PITTSFIELD MUNI (PSF) 2 W UTC−5(−4DT) N42°25.61′ W73°17.58′ **NEW YORK**
1194 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE PSF **H–10I, 11D, 12K, L–33B, 34I**
RWY 08–26: H5006X100 (ASPH–GRVD) S–44, D–54 MIRL 1.0% up W **IAP**
RWY 08: Trees.
RWY 26: MALSF. VASI(V4L)—GA 3° TCH 55′. Trees. Rgt tfc.
RWY 14–32: H3496X100 (ASPH) S–25 MIRL 0.8% up NW
RWY 14: Trees. **RWY 32:** VASI(V2L)—GA 3°. Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡, and Sun 1300–2200Z‡. For fuel after hours call 413–822–7884. Wildlife on and invof arpt. Check NOTAMS for arpt conditions. Afld sfc conditions not monitored and snow removal not guaranteed between the hours of 2030–1200Z‡. Noise abatement procedures in effect ctc arpt manager 413–448–9790. FBO attended. All acft utilize twy systems A and C for Rwy 08–26. Twy A use rstd to acft with wingspan less than 79′. ACTIVATE MIRL Rwys 08–26 and 14–32 and MALSF Rwy 26—CTAF. Landing and parking fees.
WEATHER DATA SOURCES: ASOS 135.375 (413) 499–3273.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.05 (BURLINGTON RADIO)
ALBANY APP/DEP CON 132.825 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 311° 17.3 NM to fld. 1600/13W.
DALTON NDB (MHW) 370 DXT N42°28.26′ W73°10.21′ 259° 6.1 NM to fld. NOTAM FILE PSF. Unusable byd 12 NM.
ILS/DME 108.3 I–EIF Chan 20 Rwy 26. LOC only. LOC unmonitored.



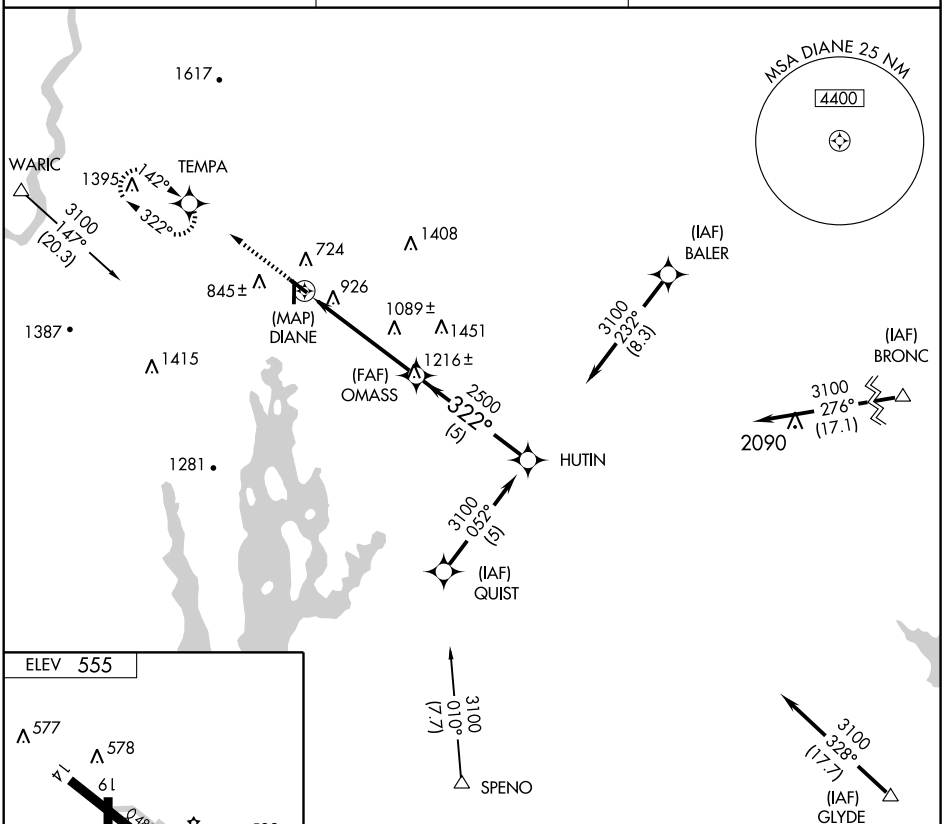
APP CRS	Rwy ldg	3142
322°	TDZE	550
	Apt Elev	555

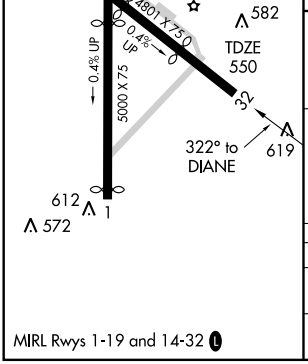
GPS RWY 32
ORANGE MUNI (ORE)

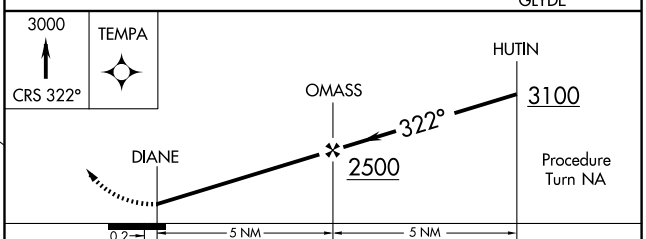
NA

MISSED APPROACH: Climb to 3000 via 322° course to TEMPA WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1480-1¼ 930 (1000-1¼)		1480-2¾ 930 (1000-2¾)	NA
CIRCLING	1480-1¼ 925 (1000-1¼)		1480-2¾ 925 (1000-2¾)	NA

MIRL Rwys 1-19 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

NDB ORE	APP CRS	Rwy ldg	4900
205	022°	TDZE	552
		Apt Elev	555

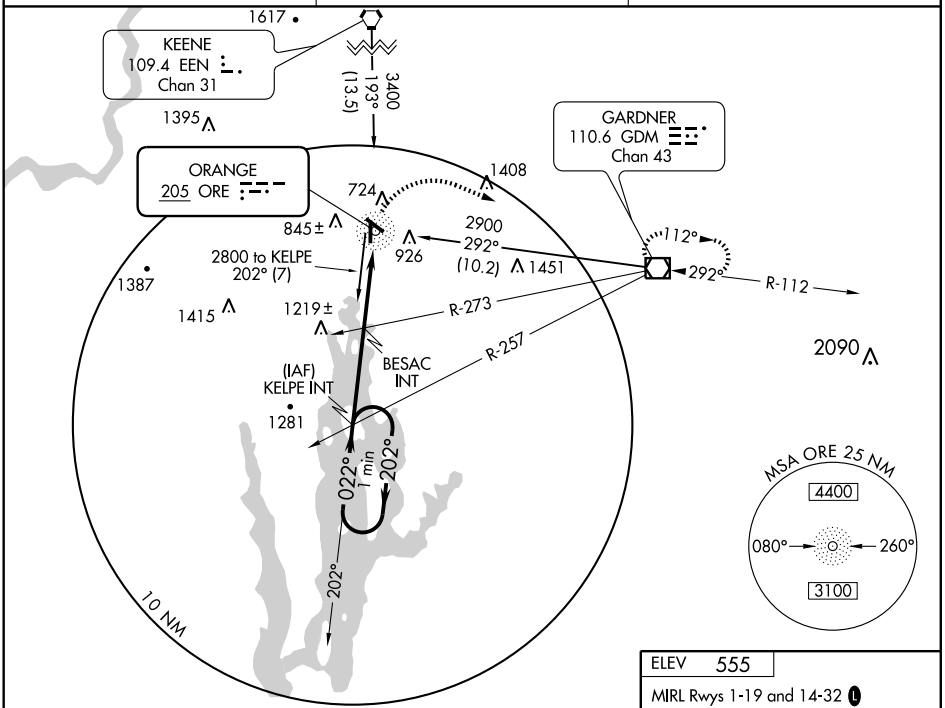
NDB RWY 1
ORANGE MUNI(ORE)

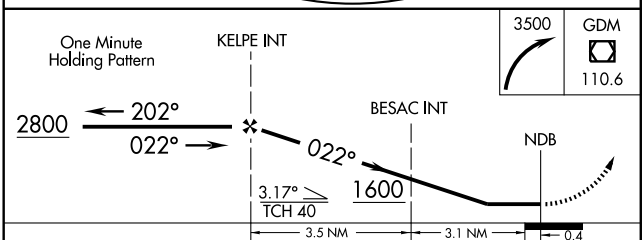
NA

Cat D circling NA to Rwy 14-32.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L

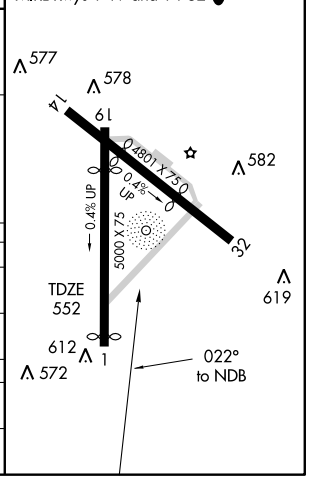




CATEGORY	A	B	C	D
S-1	1600-1¼ 1048 (1100-1¼)	1600-1½ 1048 (1100-1½)	1600-3 1048 (1100-3)	
CIRCLING	1600-1¼ 1045 (1100-1¼)	1600-1½ 1045 (1100-1½)	1600-3 1045 (1100-3)	
BESAC FIX MINIMUMS				
S-1	1520-1¼ 968 (1000-1¼)	1520-1½ 968 (1000-1½)	1520-3 968 (1000-3)	
CIRCLING	1520-1¼ 965 (1000-1¼)	1520-1½ 965 (1000-1½)	1520-3 965 (1000-3)	

ELEV 555

MIRL Rwys 1-19 and 14-32 L



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

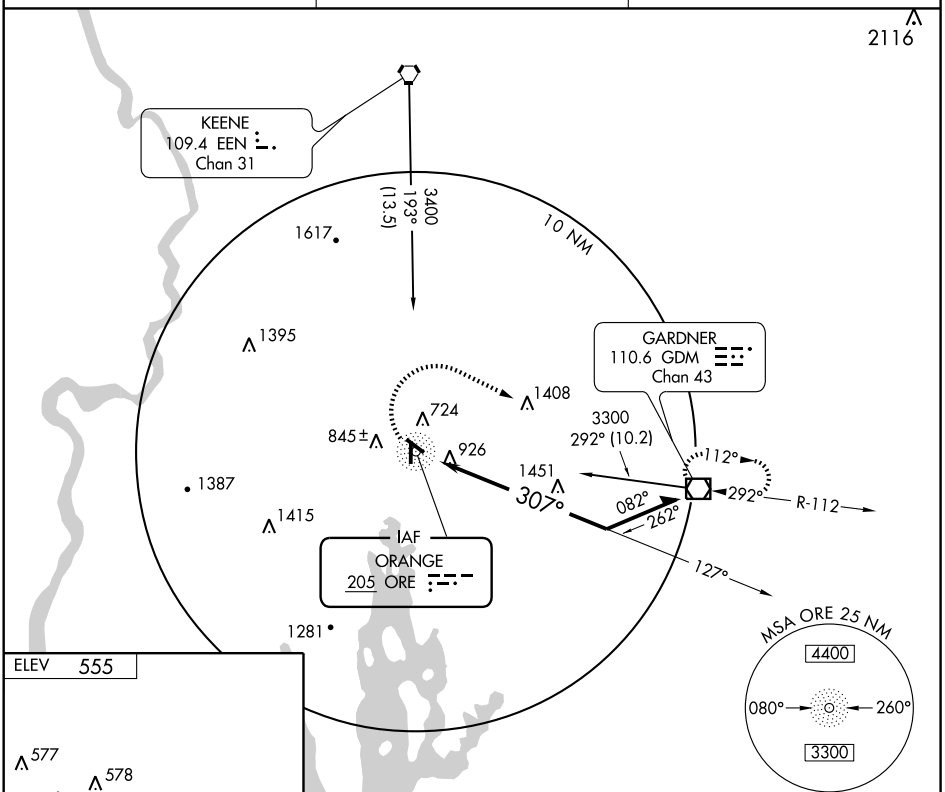
NDB ORE	APP CRS	Rwy ldg	3142
205	307°	TDZE	542
		Apt Elev	555

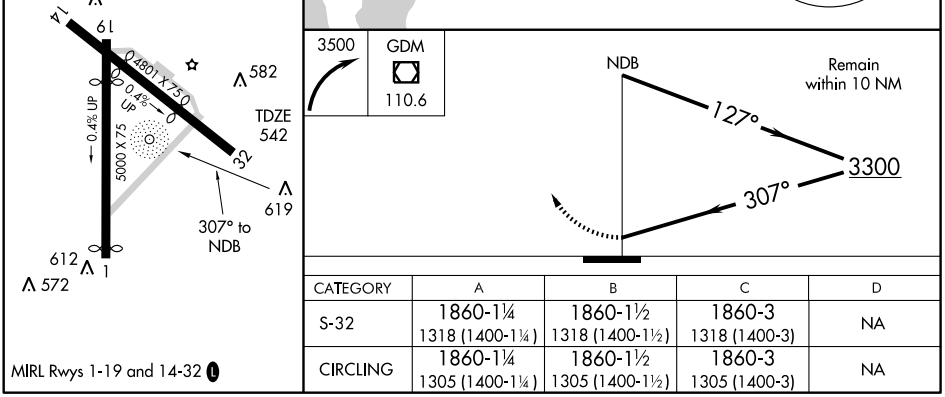
NDB RWY 32
ORANGE MUNI(ORE)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





MIRL Rwys 1-19 and 14-32 L

CATEGORY	A	B	C	D
S-32	1860-1¼ 1318 (1400-1¼)	1860-1½ 1318 (1400-1½)	1860-3 1318 (1400-3)	NA
CIRCLING	1860-1¼ 1305 (1400-1¼)	1860-1½ 1305 (1400-1½)	1860-3 1305 (1400-3)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

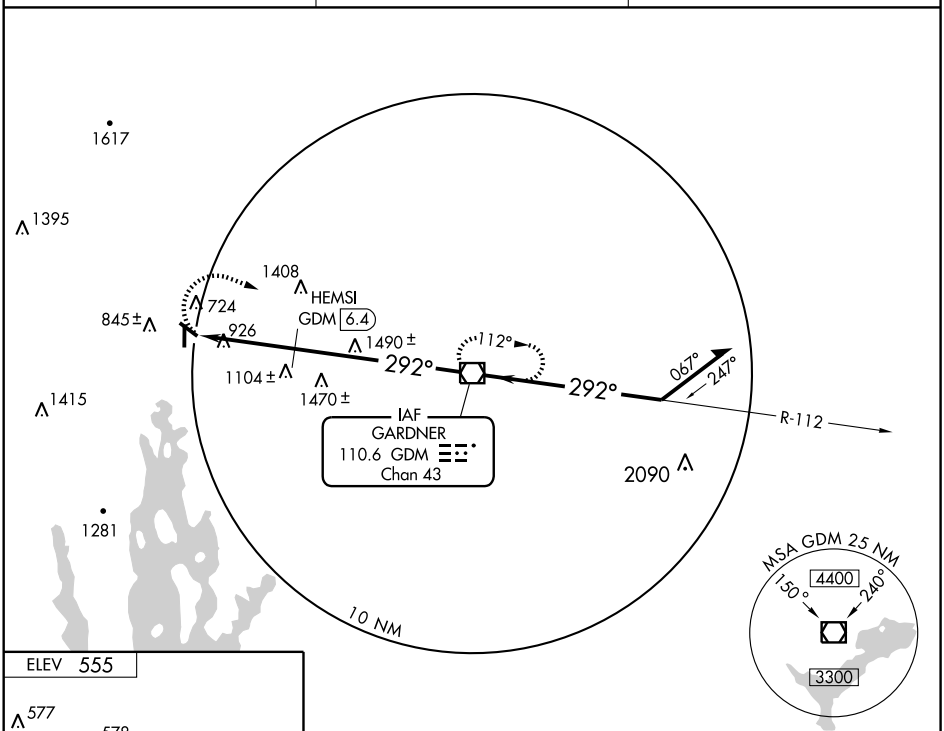
VOR/DME GDM 110.6 Chan 43	APP CRS 292°	Rwy ldg N/A TDZE N/A Apt Elev 555

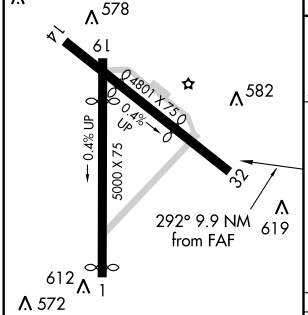
VOR-A
ORANGE MUNI(ORE)

Circling to Rwy 14-32 NA for Cat D.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

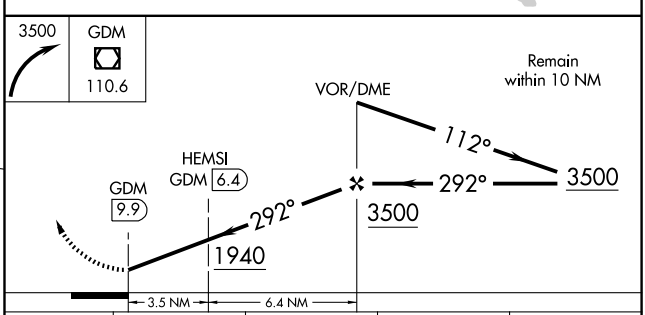
ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





MIRL Rwys 1-19 and 14-32 L

FAF to MAP 9.9 NM					
Knots	60	90	120	150	180
Min:Sec	9:54	6:36	4:57	3:58	3:18



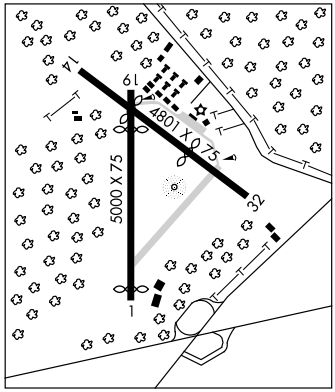
CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1385 (1400-1¼)	1940-1½ 1385 (1400-1½)	1940-3	1385 (1400-3)

HEMSI FIX MINIMUMS				
CIRCLING	1360-1 805 (900-1)	1360-1¼ 805 (900-1¼)	1360-2¼ 805 (900-2¼)	1360-2½ 805 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

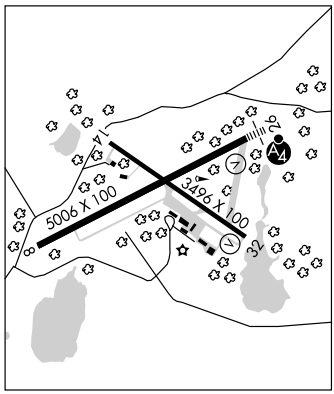
ORANGE MUNI (ORE) 1 SE UTC−5(−4DT) N42°34.21′ W72°17.32′ **NEW YORK**
555 B S2 **FUEL** 80, 100LL, JET A NOTAM FILE ORE **H–10I, 11D, 12K, L–33C, 34J**
RWY 01–19: H5000X75 (ASPH) S–25 MIRL 0.4% up S **IAP**
RWY 01: Thld dsplcd 100′. Trees.
RWY 19: Thld dsplcd 850′. Trees.
RWY 14–32: H4801X75 (ASPH) S–25 MIRL 0.4% up SE
RWY 14: Thld dsplcd 1477′. Trees.
RWY 32: Thld dsplcd 1659′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Parachute Jumping. Parachute jumping weekends only. ACTIVATE MIRL Rwy 01–19 and Rwy 14–32—CTAF.
WEATHER DATA SOURCES: ASOS 135.675 (978) 544–6774.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON CENTER APP/DEP CON** 123.75
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 292° 10.3 NM to fld. 1280/14W.
NDB (MHW) 205 ORE N42°34.12′ W72°17.17′ at fld. Unmonitored. Unusable beyond 15 NM.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



OTIS N41°39.59′ W70°30.85′ NOTAM FILE BDR **NEW YORK**
(L) TACAN Chan 105 FMH (115.8) at CAPE COD CGAS fld. 120/15W. **H–10J, 11D, 12K, L–33D**
No NOTAM MP Mon 1500–1600Z‡.
DME unusable: 315°–100° byd 25 NM blo 3000′
AZIMUTH unusable: 360°–075° byd 30 NM blo 3000′

PLUM ISLAND (See NEWBURYPORT)

PITTSFIELD MUNI (PSF) 2 W UTC−5(−4DT) N42°25.61′ W73°17.58′ **NEW YORK**
1194 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE PSF **H–10I, 11D, 12K, L–33B, 34I**
RWY 08–26: H5006X100 (ASPH–GRVD) S–44, D–54 MIRL 1.0% up W **IAP**
RWY 08: Trees.
RWY 26: MALSF. VASI(V4L)—GA 3° TCH 55′. Trees. Rgt tfc.
RWY 14–32: H3496X100 (ASPH) S–25 MIRL 0.8% up NW
RWY 14: Trees. **RWY 32:** VASI(V2L)—GA 3°. Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat 1300–2200Z‡, and Sun 1300–2200Z‡. For fuel after hours call 413–822–7884. Wildlife on and invof arpt. Check NOTAMS for arpt conditions. Afld sfc conditions not monitored and snow removal not guaranteed between the hours of 2030–1200Z‡. Noise abatement procedures in effect ctc arpt manager 413–448–9790. FBO attended. All acft utilize twy systems A and C for Rwy 08–26. Twy A use rstd to acft with wingspan less than 79′. ACTIVATE MIRL Rwys 08–26 and 14–32 and MALSF Rwy 26—CTAF. Landing and parking fees.
WEATHER DATA SOURCES: ASOS 135.375 (413) 499–3273.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.05 (BURLINGTON RADIO)
ALBANY APP/DEP CON 132.825 **CLNC DEL** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BTV.
CHESTER (L) VOR/DME 115.1 CTR Chan 98 N42°17.48′ W72°56.96′ 311° 17.3 NM to fld. 1600/13W.
DALTON NDB (MHW) 370 DXT N42°28.26′ W73°10.21′ 259° 6.1 NM to fld. NOTAM FILE PSF. Unusable byd 12 NM.
ILS/DME 108.3 I–EIF Chan 20 Rwy 26. LOC only. LOC unmonitored.



LOC/DME I-EIF 108.3 Chan 20	APP CRS 259°	Rwy ldg 5001 TDZE 1176 Apt Elev 1194

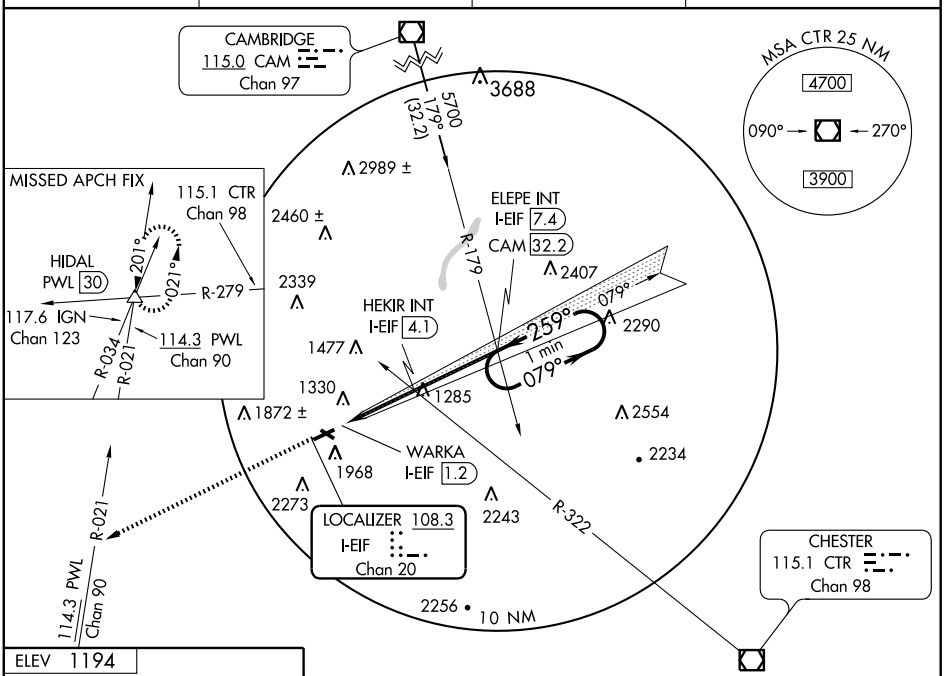
LOC RWY 26
PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. Inoperative table does not apply.
Circling NA south of Runways 8 and 32.
Visibility reduction by helicopters NA.
DME required for procedure entry.

MALSF

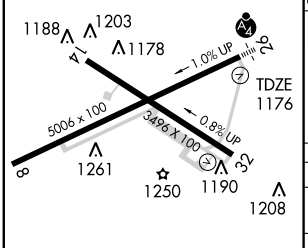
MISSED APPROACH: Climb to 4000 on heading 259° and PWL VOR/DME R-021 to HIDAL INT/PWL 30 DME and hold.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF)



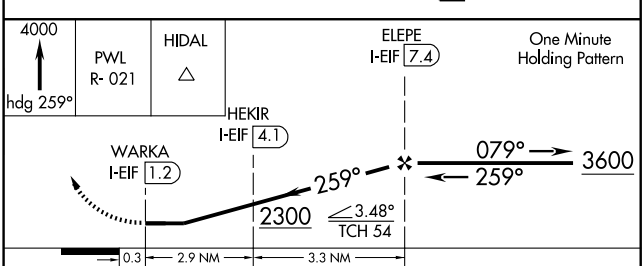
NE-1, 21 OCT 2010 to 18 NOV 2010

ELEV 1194



MIRL Rwys 8-26 and 14-32

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-26	2300-1¼ 1124 (1200-1¼)		2300-3 1124 (1200-3)	
CIRCLING	2300-1¼ 1106 (1200-1¼)	2300-1½ 1106 (1200-1½)	2300-3 1106 (1200-3)	
HEKIR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-26	1880-1 704 (700-1)		1880-2 704 (700-2)	1880-2¼ 704 (700-2¼)
CIRCLING	1880-1 686 (700-1)		1880-2 686 (700-2)	2200-3 1006 (1100-3)

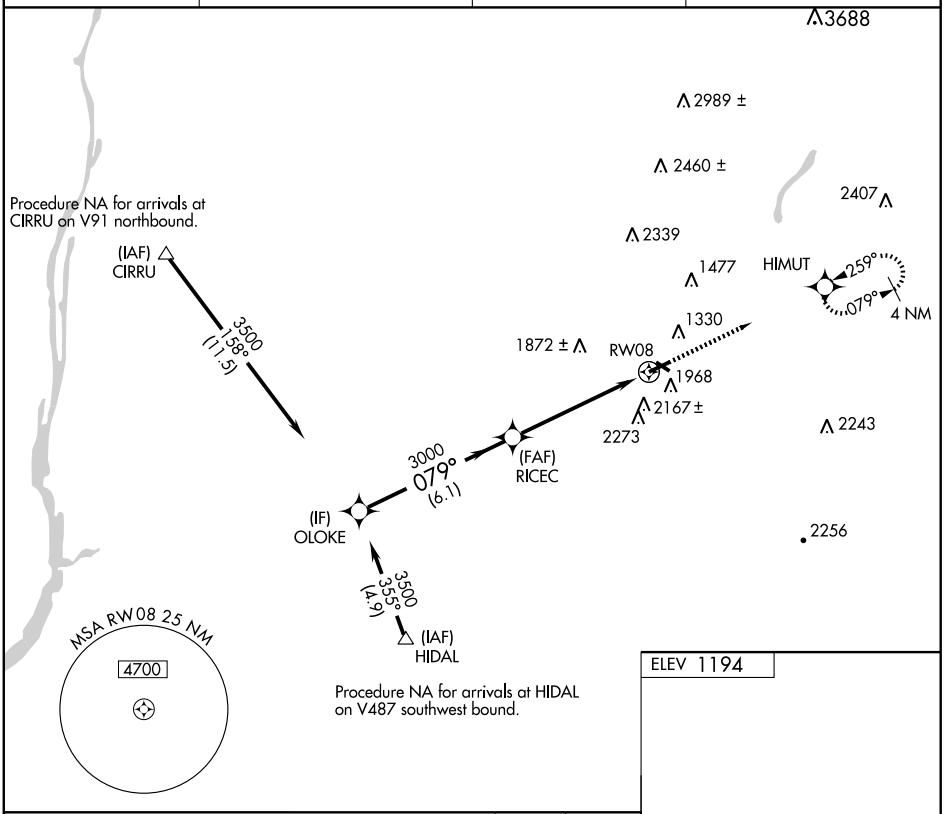
APP CRS	Rwy ldg	5006
079°	TDZE	1194
	Apt Elev	1194

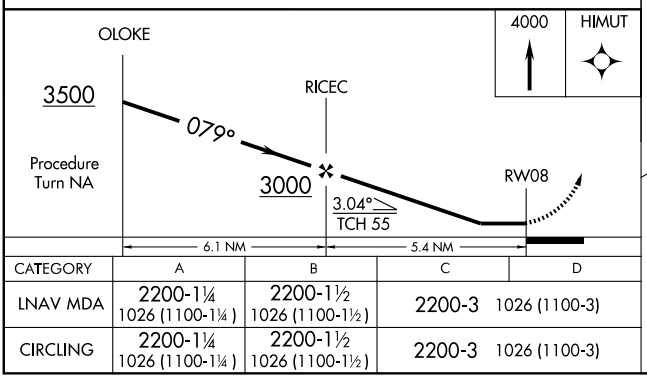
RNAV (GPS) RWY 8
PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet. Circling NA south of Rwys 8 and 32.

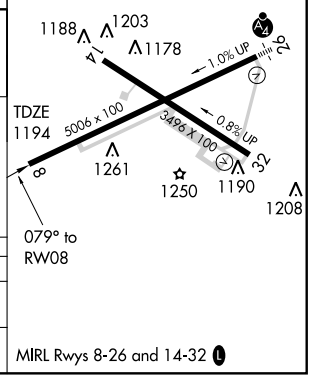
MISSED APPROACH: Climb to 4000 direct HIMUT and hold, continue climb-in-hold to 4000.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2200-1¼ 1026 (1100-1¼)	2200-1½ 1026 (1100-1½)	2200-3 1026 (1100-3)	
CIRCLING	2200-1¼ 1026 (1100-1¼)	2200-1½ 1026 (1100-1½)	2200-3 1026 (1100-3)	



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5006
259°	TDZE	1176
	Apt Elev	1194

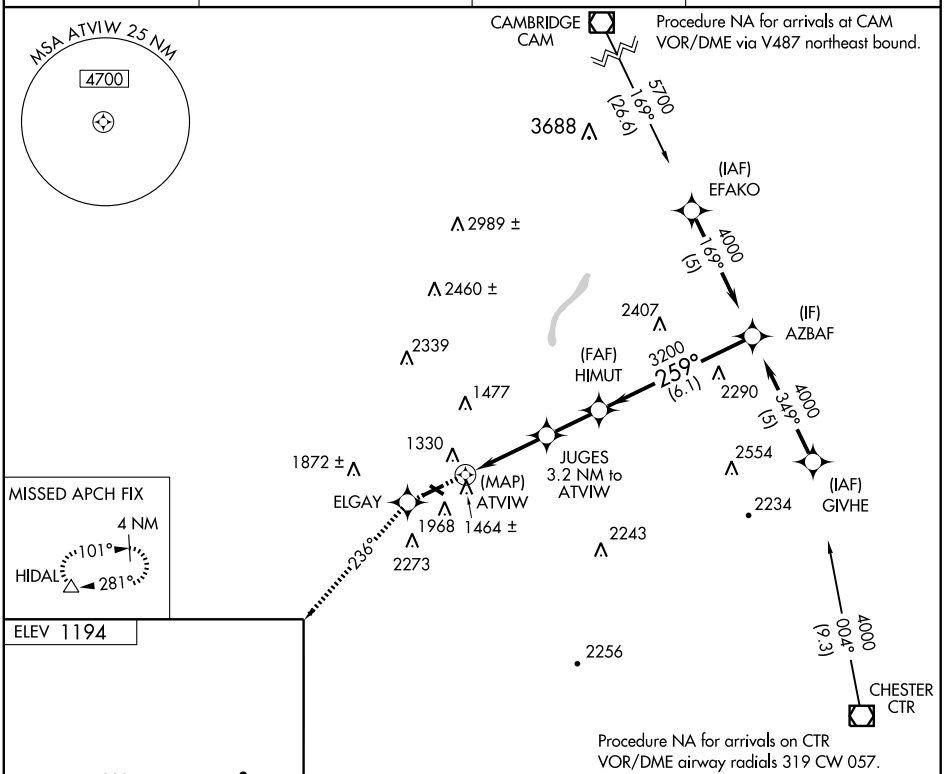
RNAV (GPS) RWY 26
PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA south of Rwys 8 and 32. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet and increase all Cat B and C visibilities ¼ mile.

MALSF

MISSED APPROACH: Climb to 4000 direct ELGAY and via track 236° to HIDAL and hold.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 924 (1000-1¼)		2100-2¾ 924 (1000-2¾)	2100-3 924 (1000-3)
CIRCLING	2100-1¼ 906 (1000-1¼)		2100-2¾ 906 (1000-2¾)	2200-3 1006 (1100-3)

MIRL Rwys 8-26 and 14-32 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

PLYMOUTH MUNI (PYM) 4 SW UTC−5(−4DT) N41°54.54′ W70°43.73′ **NEW YORK L–33D IAP**

148 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE PYM

RWY 06–24: H4349X75 (ASPH) S–25 MIRL 0.3% up NE

RWY 06: MALSF. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

RWY 24: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 15–33: H3351X75 (ASPH) S–25 MIRL 0.4% up NW

RWY 15: Trees. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 37′. Tree.

AIRPORT REMARKS: Attended 1100–0300Z‡. No touch and go ldg 0200–1300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for deer on and invof rwys at night. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; MALSF Rwy 06 and REIL Rwy 24—122.9.

WEATHER DATA SOURCES: ASOS 135.625 (508) 746–8003.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sept 30; (1100–0300Z‡) Oct 1–May 14. **CLNC DEL** 127.75

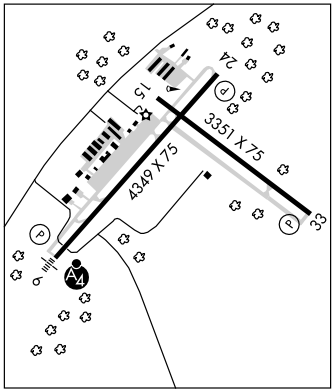
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30; (0300–1100Z‡) Oct 1–May 14.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 31.6 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 257 FFF N41°50.85′ W70°48.16′ 058° 5 NM to fld. NOTAM FILE PYM. Unmonitored 0700–1500Z‡. Unusable byd 15 NM.

ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06.



PROVINCETOWN MUNI (PVC) 2 NW UTC−5(−4DT) N42°04.34′ W70°13.24′ **NEW YORK COPTER L–33D IAP**

8 B S2 **FUEL** 100LL NOTAM FILE PVC

RWY 07–25: H3502X100 (ASPH) S–25 HIRL

RWY 07: MALSF. REIL. PAPI(P4R)—GA 3.0°TCH 40′.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tgc.

AIRPORT REMARKS: Attended May–Oct, dalgt hours; Nov–Apr, Mon–Sat 1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt—especially at ngt. ACTIVATE MALSF Rwy 07 and HIRL Rwy 07–25—122.85. Be aware of hi-speed military and heavy helicopter traffic in vicinity of Cape Cod CGAS. Parking fee.

WEATHER DATA SOURCES: AWOS–3 119.025 (508) 487–6435.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 120.65

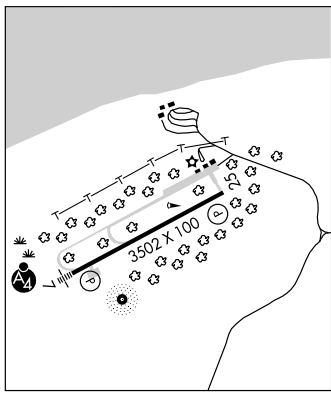
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 308° 8.8 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 389 PVC N42°04.13′ W70°13.41′ at fld. NOTAM FILE PVC.

ILS/DME 111.1 I–VQO Chan 48 Rwy 07. ILS unmonitored.



SHAKER HILL N42°27.35′ W71°10.71′ NOTAM FILE BED. **NEW YORK COPTER L–33D, 34J**

NDB (MHW) 251 SKR 296° 5 NM to Laurence G Hanscom Fld. Unmonitored indefinitely. Unusable byd 10 NM.

LOC/DME I-PYM	APP CRS	Rwy ldg	4349
109.35	056°	TDZE	145
Chan 30 (Y)		Apt Elev	148

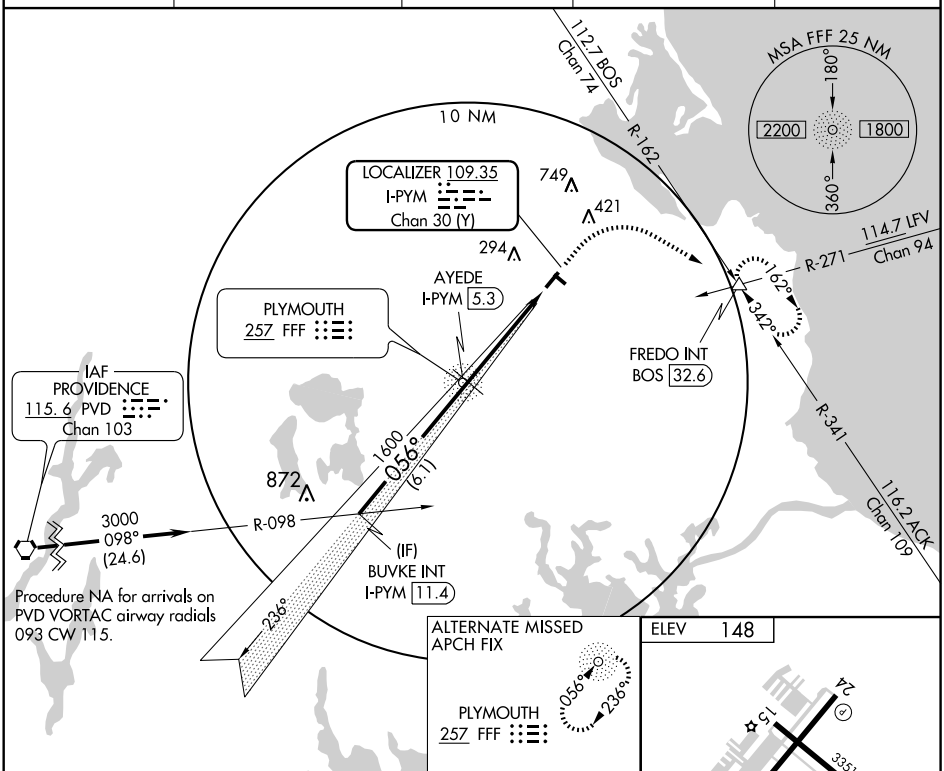
ILS or LOC/DME RWY 6
PLYMOUTH MUNI (PYM)

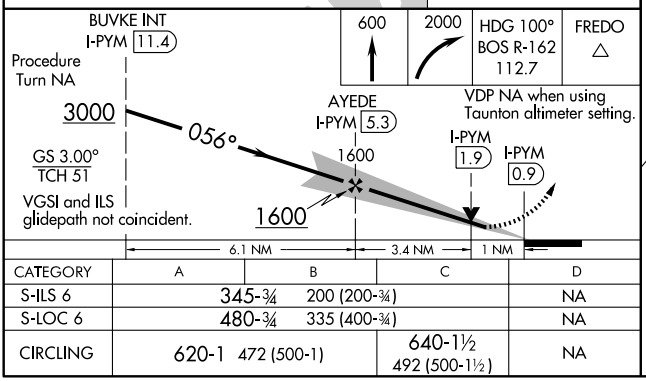
If local altimeter setting not received, use Taunton altimeter setting and increase all DAs/MDAs 60 feet.
Circling NA at night to Rwy 15.
When VGSI inop, circling Rwy 24, 33 NA at night.

MALSF

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 100° and the BOS R-162 to FREDO Int/BOS 32.6 DME and hold.

ASOS	CAPE APP CON ★		CLNC DEL	UNICOM	
135.625	118.2	284.6	127.75	123.0 (CTAF)	122.9 L





CATEGORY	A	B	C	D
S-ILS 6	345-¾	200 (200-¾)		NA
S-LOC 6	480-¾	335 (400-¾)		NA
CIRCLING	620-1	472 (500-1)	640-1½ 492 (500-1½)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4349
056°	TDZE	145
	Apt Elev	148

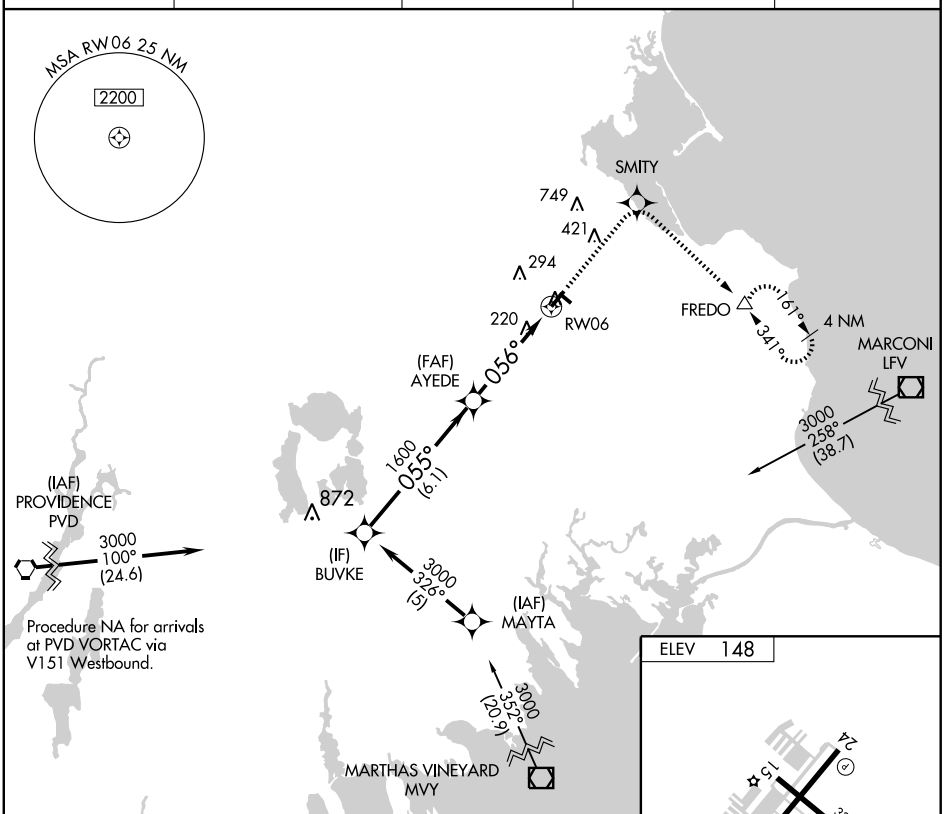
RNAV (GPS) RWY 6
PLYMOUTH MUNI (PYM)

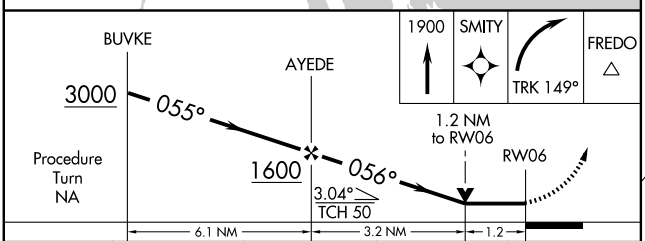
If local altimeter setting not received, use Taunton altimeter setting and increase all MDAs 60 feet. VDP NA when using Taunton altimeter setting. Inoperative table does not apply to LNAV Cat C. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSF

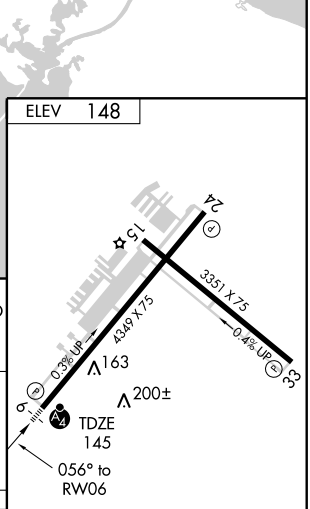
MISSED APPROACH: Climb to 1900 direct SMITY and right turn via 149° track to FREDO and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	123.0 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	560-¾ 415 (500-¾)		560-1¼ 415 (500-1¼)	NA
CIRCLING	620-1 472 (500-1)		640-1½ 492 (500-1½)	NA



REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

PLYMOUTH MUNI (PYM) 4 SW UTC−5(−4DT) N41°54.54′ W70°43.73′ **NEW YORK L–33D IAP**

148 B S4 **FUEL** 100LL, JET A OX 2, 4 NOTAM FILE PYM

RWY 06–24: H4349X75 (ASPH) S–25 MIRL 0.3% up NE

RWY 06: MALSF. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

RWY 24: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Trees.

RWY 15–33: H3351X75 (ASPH) S–25 MIRL 0.4% up NW

RWY 15: Trees. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 37′. Tree.

AIRPORT REMARKS: Attended 1100–0300Z‡. No touch and go ldg 0200–1300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Be alert for deer on and invof rwys at night. ACTIVATE MIRL Rwy 06–24 and Rwy 15–33; MALSF Rwy 06 and REIL Rwy 24—122.9.

WEATHER DATA SOURCES: ASOS 135.625 (508) 746–8003.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡) May 15–Sept 30; (1100–0300Z‡) Oct 1–May 14. **CLNC DEL** 127.75

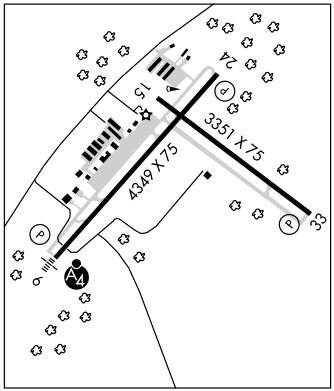
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30; (0300–1100Z‡) Oct 1–May 14.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 274° 31.6 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 257 FFF N41°50.85′ W70°48.16′ 058° 5 NM to fld. NOTAM FILE PYM. Unmonitored 0700–1500Z‡. Unusable byd 15 NM.

ILS/DME 109.35 I–PYM Chan 30(Y) Rwy 06.



PROVINCETOWN MUNI (PVC) 2 NW UTC−5(−4DT) N42°04.34′ W70°13.24′ **NEW YORK COPTER L–33D IAP**

8 B S2 **FUEL** 100LL NOTAM FILE PVC

RWY 07–25: H3502X100 (ASPH) S–25 HIRL

RWY 07: MALSF. REIL. PAPI(P4R)—GA 3.0°TCH 40′.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tgc.

AIRPORT REMARKS: Attended May–Oct, dalgt hours; Nov–Apr, Mon–Sat 1100–2300Z‡, Sun 1600–2330Z‡. Check with arpt ops on fuel availability, 508–487–0241. No ultralight ops permitted May 1–Sep 30. Coyote and deer on and invof arpt—especially at ngt. ACTIVATE MALSF Rwy 07 and HIRL Rwy 07–25—122.85. Be aware of hi-speed military and heavy helicopter traffic in vicinity of Cape Cod CGAS. Parking fee.

WEATHER DATA SOURCES: AWOS–3 119.025 (508) 487–6435.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **CAPE APP/DEP CON** 118.2 (1100–0400Z‡ May 15–Sep 30; 1100–0300Z‡ Oct 1–May 14) **CLNC DEL** 120.65

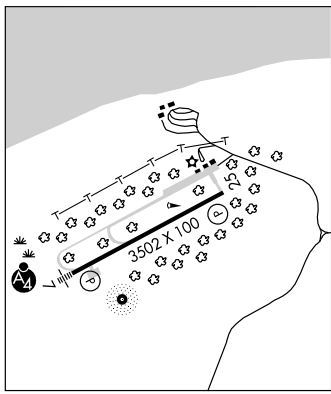
BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡ Jun 15–Sept 15; 0300–1100Z‡ Sept 16–Jun 14)

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MARCONI (H) VORW/DME 114.7 LFV Chan 94 N42°01.03′ W70°02.23′ 308° 8.8 NM to fld. 151/16W. **HIWAS.**

NDB (MHW) 389 PVC N42°04.13′ W70°13.41′ at fld. NOTAM FILE PVC.

ILS/DME 111.1 I–VQO Chan 48 Rwy 07. ILS unmonitored.



SHAKER HILL N42°27.35′ W71°10.71′ NOTAM FILE BED. **NEW YORK COPTER L–33D, 34J**

NDB (MHW) 251 SKR 296° 5 NM to Laurence G Hanscom Fld. Unmonitored indefinitely. Unusable byd 10 NM.

LOC/DME I-VQO	APP CRS	Rwy ldg	3502
111.1	075°	TDZE	9
Chan 48		Apt Elev	9

ILS RWY 7
PROVINCETOWN MUNI (PVC)

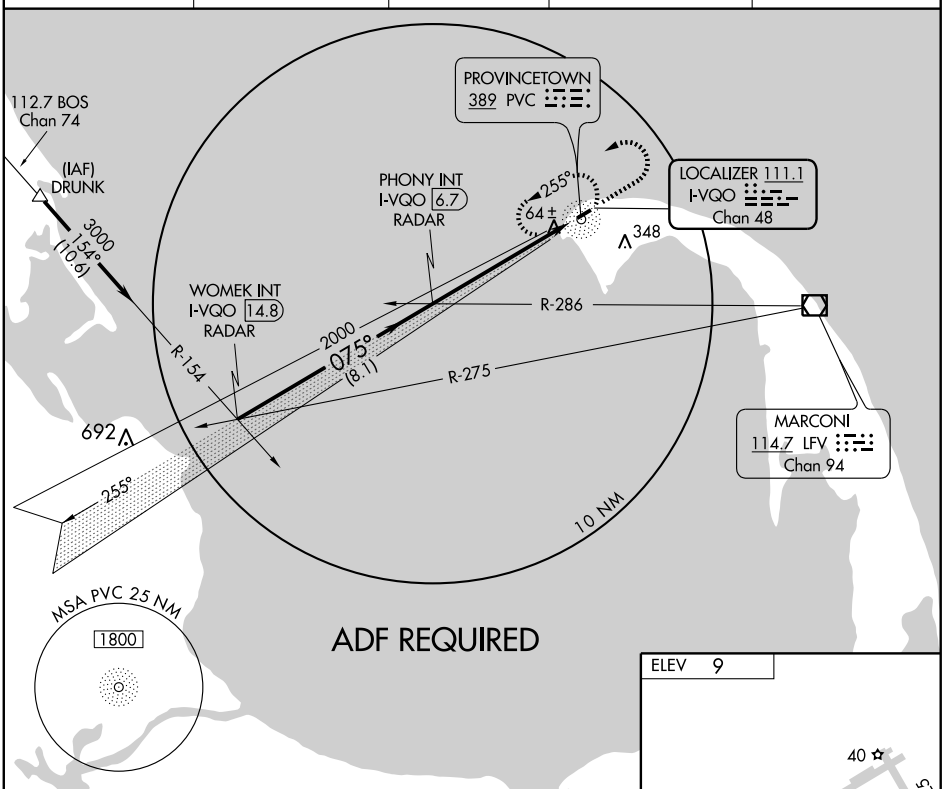
NA

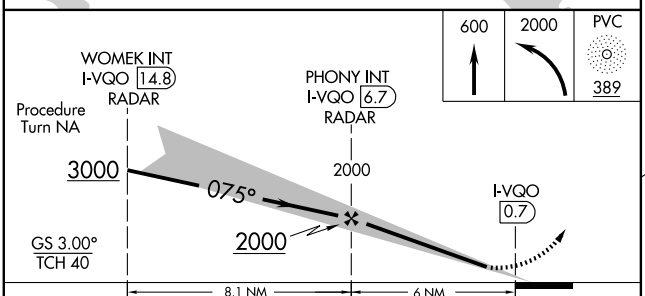
If local altimeter setting not received, use Hyannis altimeter setting and increase all DH/MDAs 80 feet.

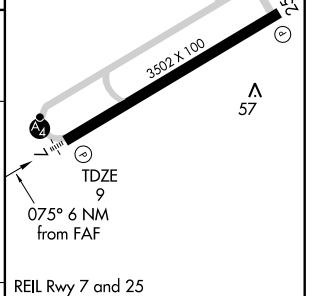
MALSF

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







REIL Rwy 7 and 25
HIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-ILS 7	209-¾	200 (200-¾)	NA	
S-LOC 7	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

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NE-1, 21 OCT 2010 to 18 NOV 2010

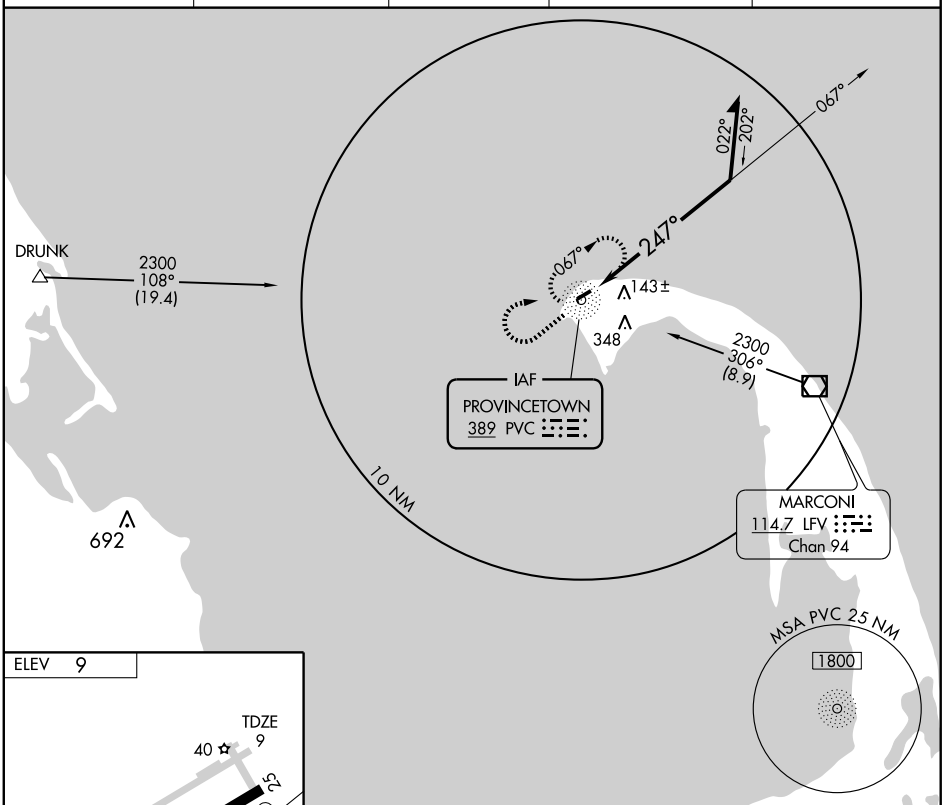
NDB PVC	APP CRS	Rwy ldg	3502
389	247°	TDZE	9
		Apt Elev	9

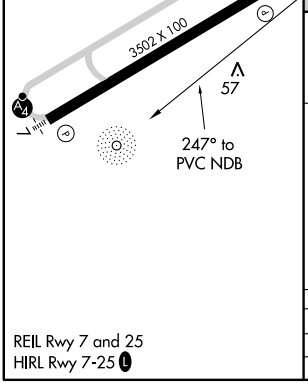
NDB RWY 25
PROVINCETOWN MUNI (PVC)

If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

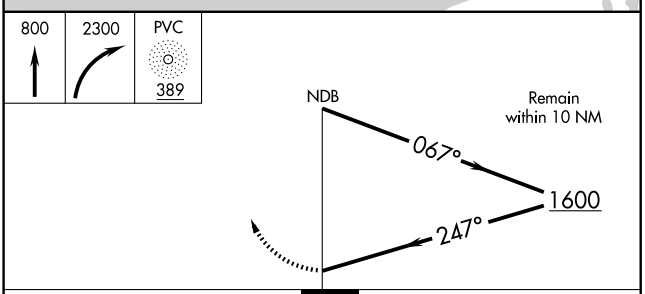
MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L





REIL Rwy 7 and 25
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
S-25	500-1	491 (500-1)	NA	
CIRCLING	500-1	491 (500-1)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7
PROVINCETOWN MUNI (PVC)

APP CRS	Rwy ldg	3502
075°	TDZE	9
	Apt Elev	9

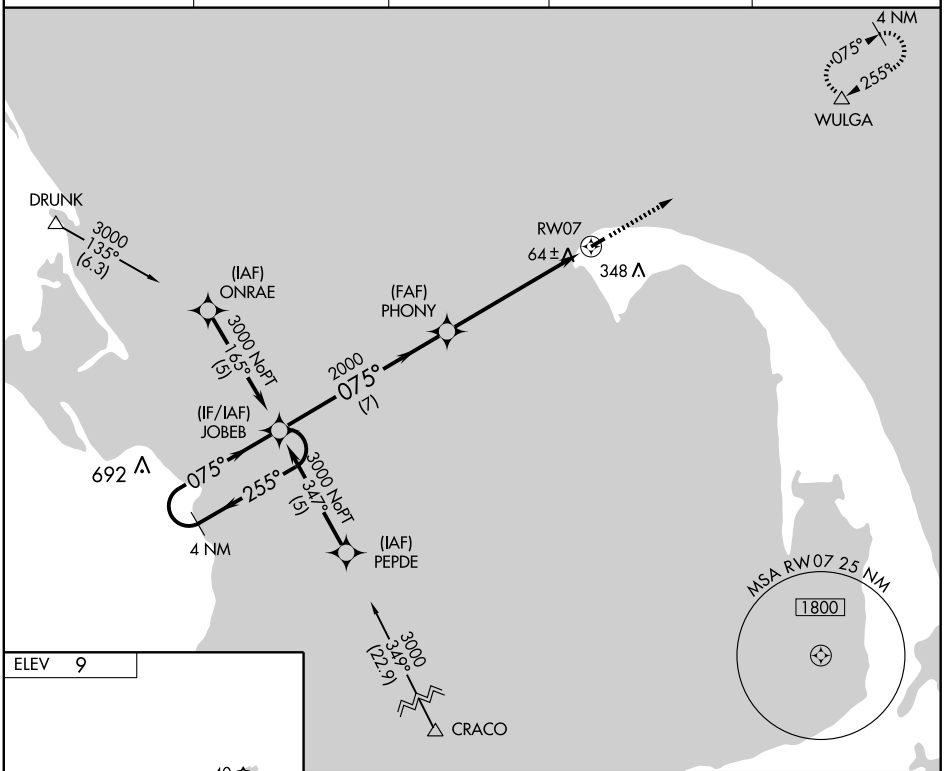
T A NA W

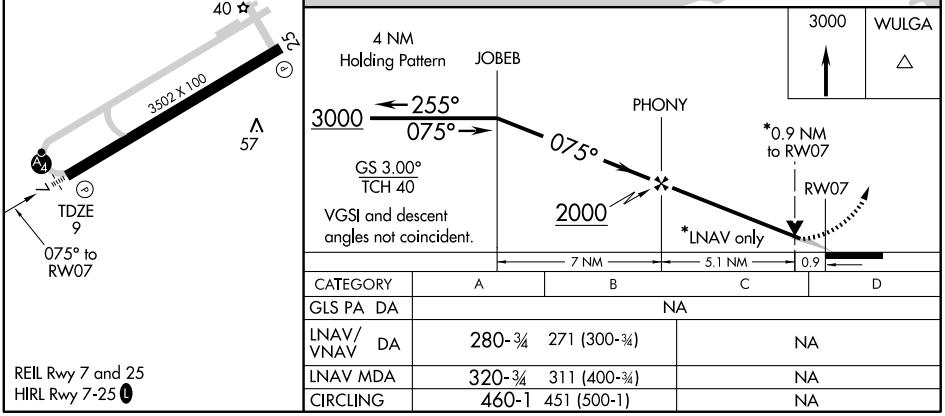
If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
BARO-VNAV NA below -15C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSF

MISSED APPROACH: Climb to 3000 direct WULGA WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	280-¾ 271 (300-¾)		NA	
LNAV MDA	320-¾ 311 (400-¾)		NA	
CIRCLING	460-1 451 (500-1)		NA	

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3502
255°	TDZE	9
	Apt Elev	9

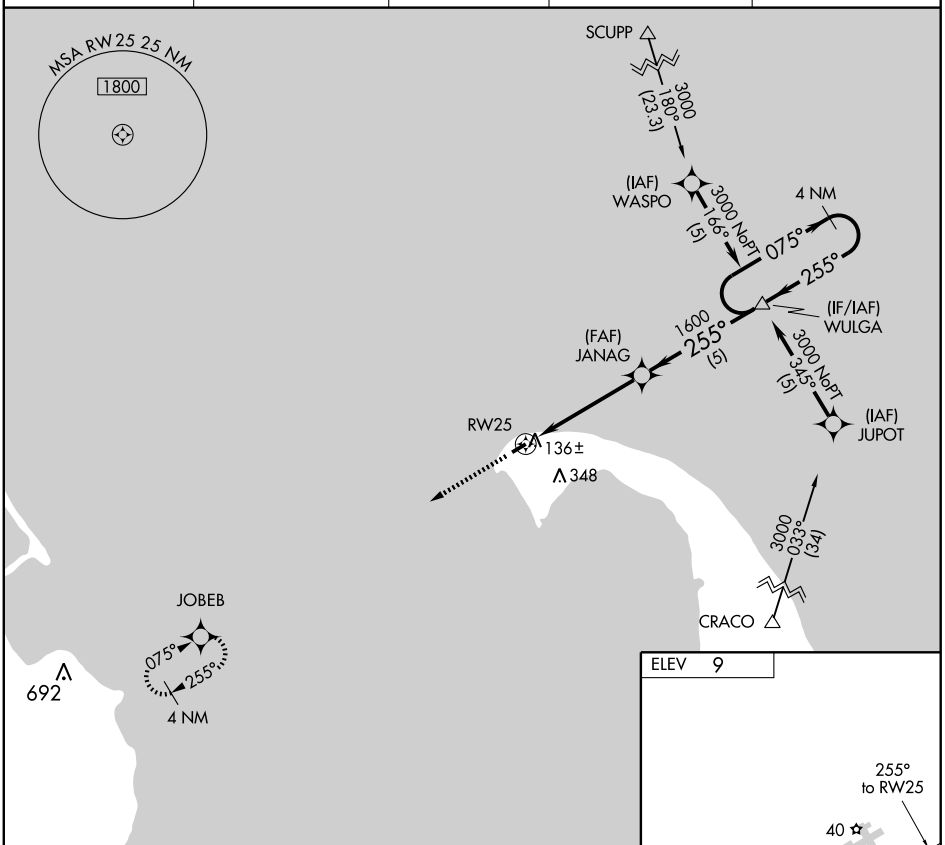
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

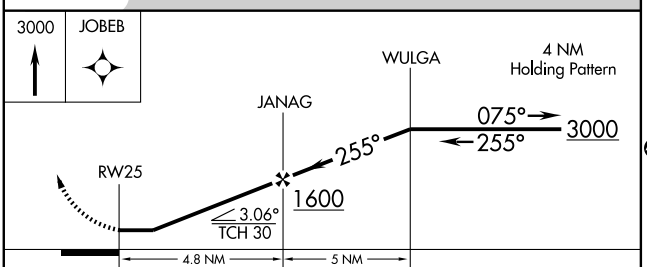
T
A NA

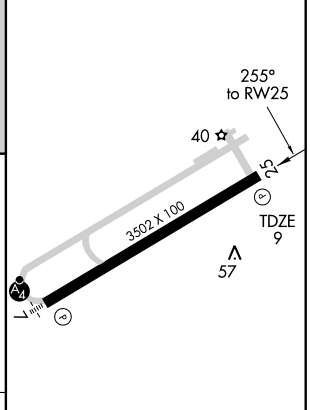
If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JOBEB WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
LNAV MDA	400-1	391 (400-1)	NA	
CIRCLING	460-1	451 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

SOUTHBRIDGE MUNI (3BØ) 2 N UTC−5(−4DT) N42°06.07′ W72°02.33′ **NEW YORK**

699 B S4 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**

RWY 02–20: H3501X75 (ASPH) S–28 MIRL 0.3% up N **IAP**

RWY 02: REIL. PAPI(P2L)—GA 3.0°. Trees.

RWY 20: REIL. PAPI(P2L)—GA 3.5°. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 02 REIL OTS indef. ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and 20—CTAF.

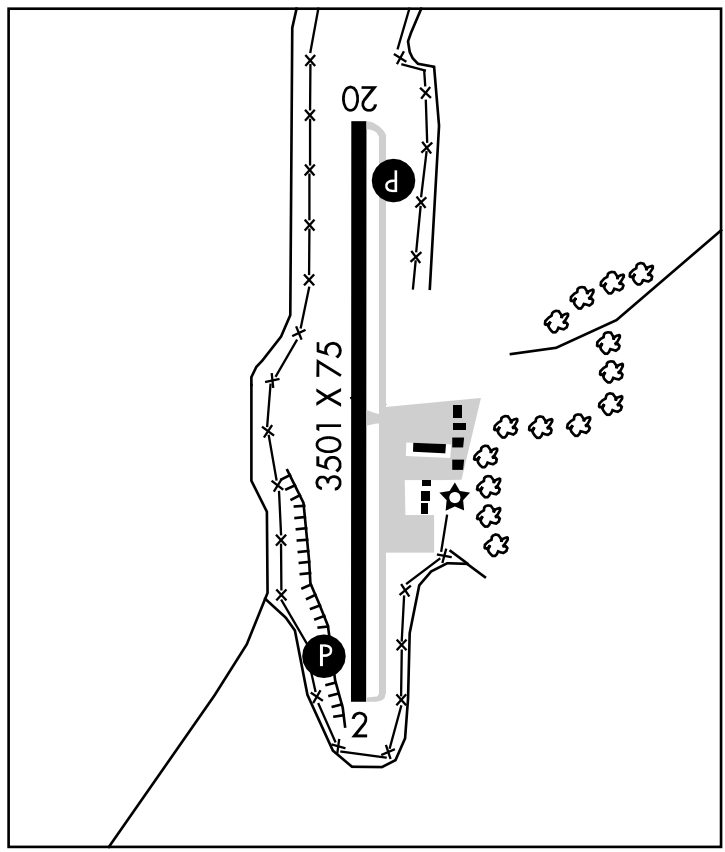
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **BRADLEY APP/DEP CON** 119.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 329° 12.3 NM to fld. 650/14W.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



SPENCER (6ØM) 2 NE UTC−5(−4DT) N42°17.43′ W71°57.88′ **NEW YORK**

1040 S4 **FUEL** 100LL TPA—1840(800) NOTAM FILE BDR

RWY 01–19: 1949X50 (ASPH) LIRL

RWY 01: Trees. **RWY 19:** Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. ACTIVATE LIRL Rwy 01–19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

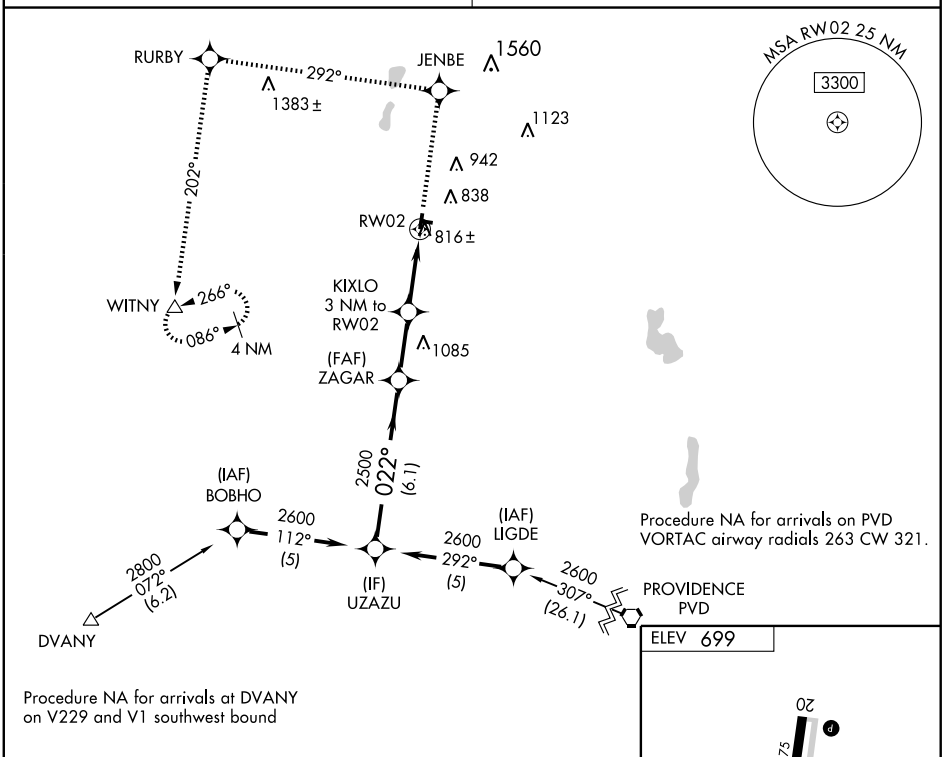
WAAS CH 42616 W02A	APP CRS 022°	Rwy ldg 3501 TDZE 696 Apt Elev 699

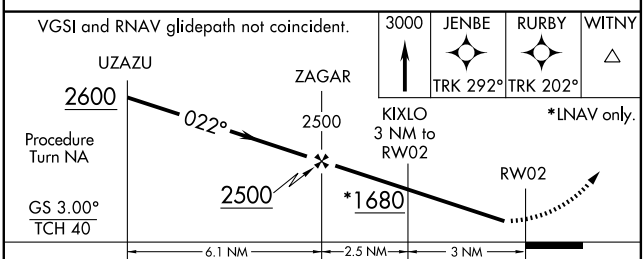
RNAV (GPS) RWY 2
SOUTHBRIDGE MUNI (3B0)

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Circling to Rwy 10-28 NA.

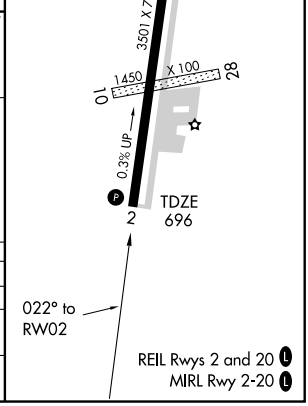
MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

BRADLEY APP CON	UNICOM
119.0 327.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1018-1¼ 322 (400-1¼)			NA
LNAV MDA	1300-1 604 (700-1)		1300-1¾ 604 (700-1¾)	NA
CIRCLING	1360-1 661 (700-1)		1360-1¾ 661 (700-1¾)	NA

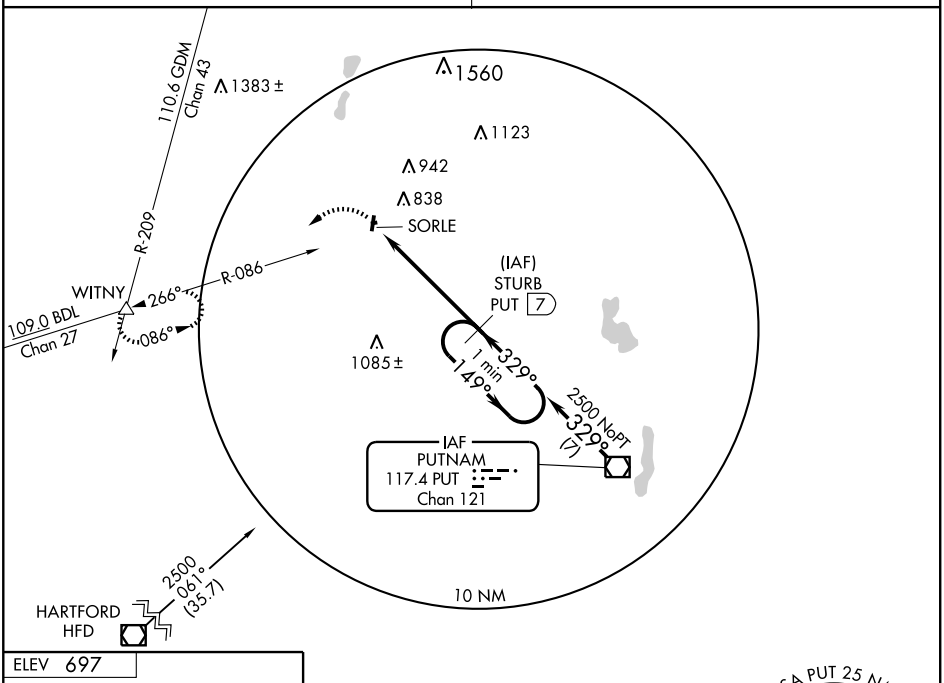


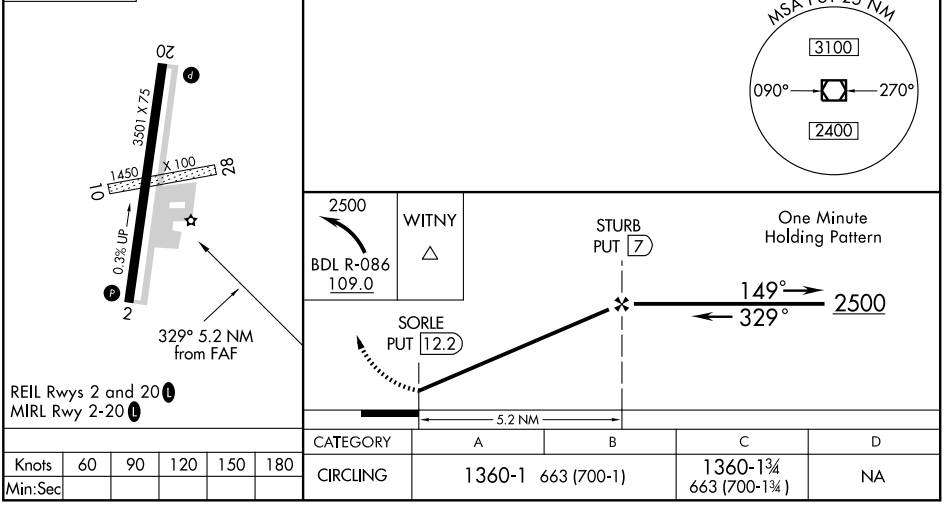
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PUT 117.4 Chan 121	APP CRS 329°	Rwy ldg N/A TDZE N/A Apt Elev 697

VOR/DME-B
SOUTHBRIDGE MUNI (3B0)

T A NA Use Worcester altimeter setting.	MISSED APPROACH: Climbing left turn to 2500 via BDL R-086 to WITNY Int and hold.
BRADLEY APP CON **119.0 327.1**	UNICOM **122.8** (CTAF) L

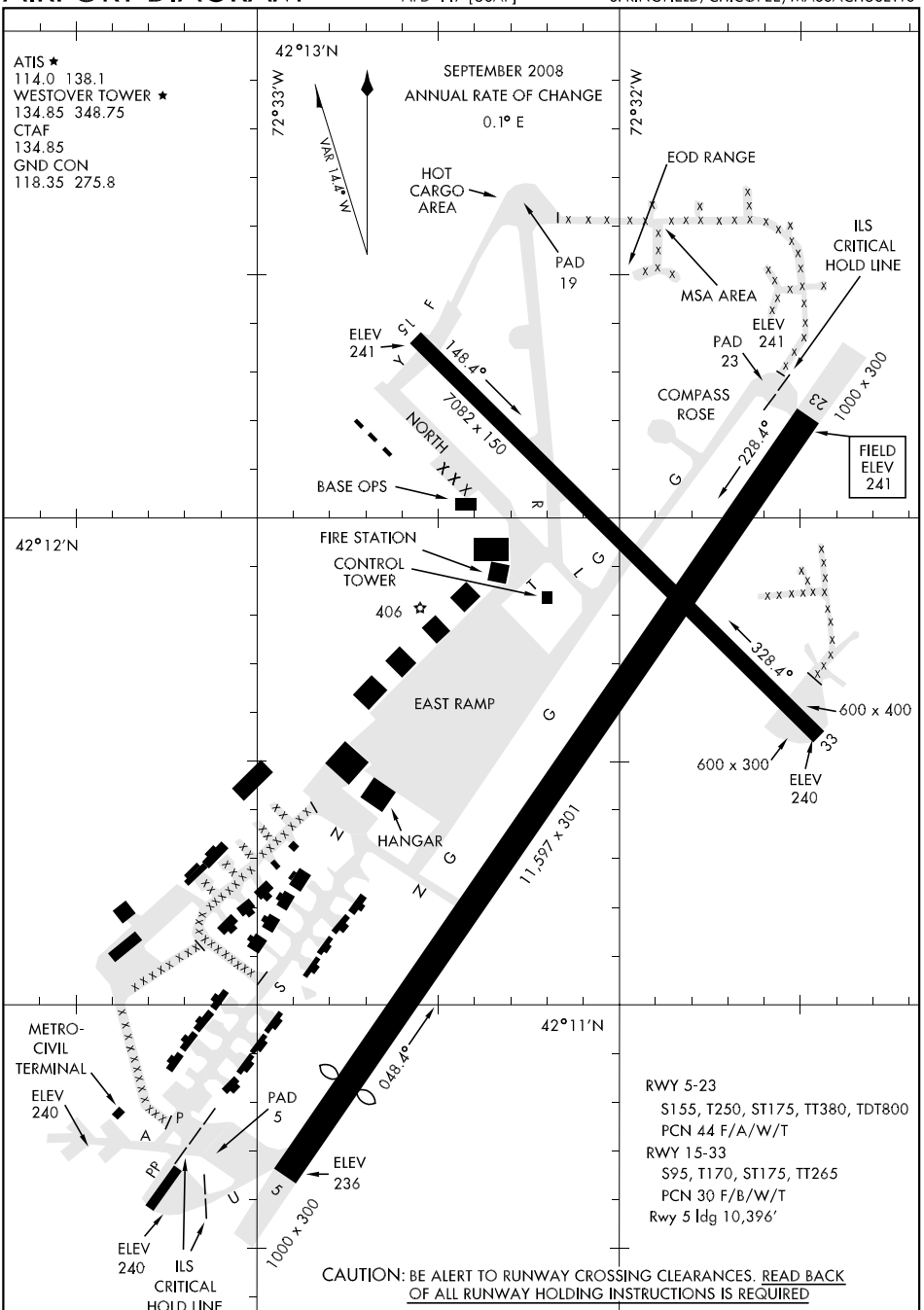




Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1360-1 663 (700-1)		1360-1¾ 663 (700-1¾)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD/CHICOPEE

WESTOVER ARB/METROPOLITAN (CEF)(KCEF) CIV/MIL/AFRC 3 NE UTC−5(−4DT) **NEW YORK**
N42°11.64′ W72°32.09′ **H–10I, 11D, 12K, L–33C, 34J**
241 B **FUEL** 100LL, JET A TPA–See Remarks Class I, ARFF Index E NOTAM FILE CEF **DIAP, AD**

RWY 05–23: H11597X301 (ASPH) S–155, D–250, 2S–175, 2D–380, C5–840, 2D/2D2–840 PCN 44 F/A/W/T HIRL

RWY 05: ALSF1. PAPI(P4L)—GA 3.0°. TCH 72′. Thld dsplcd 1201′. Rgt tfc.

RWY 23: ALSF1. PAPI(P4L)—GA 3.0°. TCH 64′.

RWY 15–33: H7082X150 (ASPH) S–95, D–170, 2D–175, C5–630, 2D/2D2–630 PCN 30 F/B/W/T HIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 76′. **RWY 33:** PAPI(P4L)—GA 3.0° TCH 75′. Rgt tfc.

MILITARY SERVICE: JASU (A/M32A–86) 2(MA–1A) 2(MC–1A) 3(LASS) **FUEL** J8(Mil) (NC–100LL, JET A)

FLUID SP PRESAIR De–Ice (Not avbl for frost/snow removal except AFRC/AMC missions.) LHOX LOX LHNIT

OIL O–148–156 **TRAN ALERT** Opr Sun–Sat 1200–0400Z‡ except holidays.

AIRPORT REMARKS: Attended 1200–0400Z‡. Fuel operating hrs 1100–0300Z‡ weekdays, 1100–1900Z‡ weekends except holidays. Arpt CLOSED 0400–1200Z‡. Bird hazard. Unlit obstruction west side Rwy 05 clear zone, ARNG no obstruction lgt. Strobe lgt located atop stacks 4000′ left Rwy 23 thld; occasional steam cloud. VMC departing acft remain at or blo 1000 ft until past departure end of rwy to ensure separation from VFR overhead and clsd pattern tfc. First 1000′ each end Rwy 05–23 concrete and middle 9600′ is asphalt. Rwy 05–23 1000′ overrun both ends of rwy. Transient parking area unlighted. Vehicle traffic on Sierra twy uncontrolled by twr. Uncontrolled vehicular tfc on ramps and twys. Twy S clsd at intersection of Twy N. Airfield lgts avbl only during operating hours. Rotating bcn clear side is split clear lgt. Daylight turned on when airfield is IFR. Heavy VFR tfc blo 10,000 ft along river and highway 5 NM SW of airfield. Extensive hang glider and glider activity in the Mt. Greylock area approximately 45 NM NW of field. Light acft tfc, hang glider operations and hot air ballooning activity along river W and NW of arpt. Expect delay or full stop ldg when local or tactical training missions are in progress. Westover ARB is a joint–use airfield. IFR tkf and ldg minimums as prescribed by USAF regulations apply. Call arpt manager at C413–593–5543 for clarification. Civilian training limited to low apchs only. Compass rose clsd to ngt ops for all acft, areas not lgtd. Compass rose unavbl for compass calibrations. TPA rectangular light acft 1000(759), large acft 2000(1759), overhead 2500(2259). PAPI all rwys provides proper TCH for height Group 4 acft only. Rwy 23 PAPI unusable byd 6° right. PAPI off during opr hr periods of no tfc. Ldg fee.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR DSN 589–2951, C413–557–2951, fax extension 2156. AMC, AMC–GAINED and AFRC acft opr restricted during Bird Watch Conditions Moderate (tkf or ldg permissions only when dep/arr route avoid identified bird activity, no local traffic pattern activity) and Severe (tkf and ldg prohibited without OG/CC approval), ctc PTD/ATIS for current Bird Watch Condition Code. Continue opr by non–AMC, AMC–GAINED and AFRC or civil acft during Bird Watch Condition Severe or Moderate are at their own discretion and will be strongly advised to discontinue opr. No transient C–5 acft arrivals authorized unless approved by 439th OG/CC DSN 589–2204. Circling to Rwy 05 not allowed due to noise abatement restrictions unless approved by 439 OG/CC. **CAUTION** Potential for hydroplaning after any precipitation. Ponding at intersection Rwy 05–23 and Rwy 15–33 measured in 1/10 th inches. See NOTAMS for KCEF. Uncontrolled vehicles on ramps and twys. **NS ABTMT** No practice apch for transient acft Sun 0300–0400Z‡, 1200–1700Z‡ and circle to Rwy 05 not allowed unless approved by 439 OG/DO only. **CSTMS/AG/IMG** Avbl thru Base OPS 24 hr prior coordination required, DSN 589–2917/2951. Ctc PTD 2 hr prior to ldg via direct air/ground communications or telephone patch. **MISC** Advise twr of drag chute deployment prior to ldg. Tran aircrews ctc Base OPS 30 minutes prior to ldg with intentions. Base OPS does not have COMSEC avbl for tran aircrews. Tran aircrews should plan to arrive with appropriate amount of COMSEC to complete mission.

COMMUNICATIONS: CTAF 134.85 **ATIS** 114.0 138.1 (1200–0400Z‡) **UNICOM** 123.0 **PTD** 372.2

Ⓡ **BRADLEY APP/DEP CON** 125.35 281.5

TOWER 134.85 348.75 (1200–0400Z‡) **GND CON** 118.35 275.8

COMD POST 439 AW (CASINO ROYALE) 252.1 (Opr 24 hours)

PMSV METRO 274.75 Full svc 1100–0400Z‡, DSN 589–2879, other times ctc 15th OWS DSN 576–9702. Ngt obsn ltd due to high ints security lgt. Afld WX is monitored by AN/FMQ–19. Automated obs are quality controlled for accuracy during published flying hrs.

AIRSPACE: CLASS D svc effective 1200–0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.

BARNES (L) VORTAC 113.0 BAF Chan 77 N42°09.72′W72°42.97′ 091° 8.3 NM to fld. 270/14W.

(L) VORTACW 114.0 CEF Chan 87 N42°11.85′ W72°31.58′ at fld. 241/14W. NOTAM FILE CEF. No NOTAM MP; VOR MP Tue 1400–1600Z‡, TACAN MP Thu 1400–1600Z‡.

VOR unusable:

051°–129° byd 20 NM blo 4000′
130°–220° byd 20 NM blo 5000′
221°–299° byd 20 NM blo 4500′
300°–050° byd 12 NM blo 4500′

TACAN unusable:

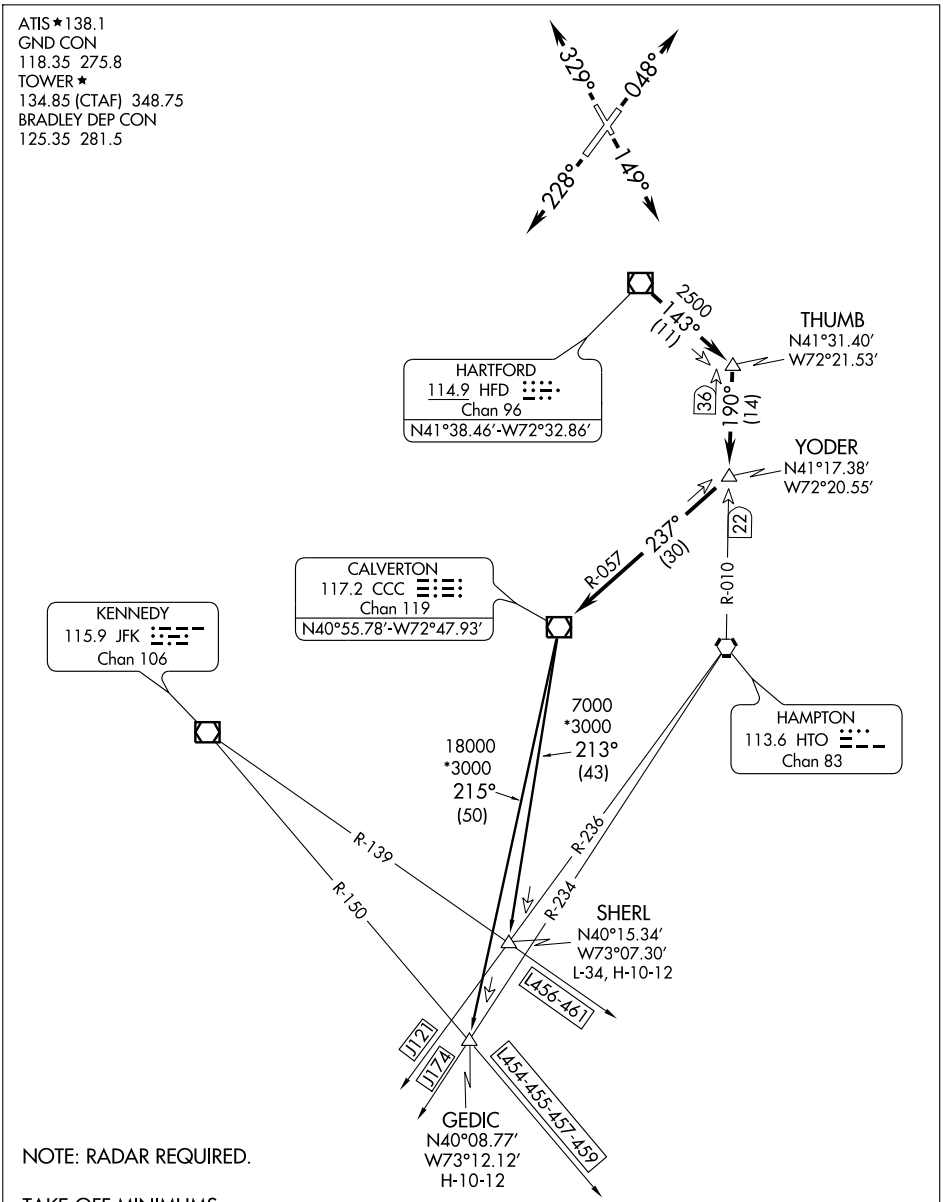
052°–201° byd 25 NM blo 8000′
202°–299° byd 25 NM blo 6000′
300°–051° byd 25 NM blo 7000′

ILS 109.9 I–GWJ Rwy 05. Class IT No NOTAM MP Mon, Wed, Fri 1400–1600Z‡.

ILS 109.9 I–CEF Rwy 23. Monitored 1200–0400Z‡. No NOTAM MP Mon, Wed, Fri 1400–1600Z‡.

COMM/NAV/WEATHER REMARKS: Twr ops extensions/irregular hours by NOTAM. ATIS No NOTAM MP Thu 1400–1600Z†.

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 05, 900-3 or STANDARD with a minimum climb of 250 feet per NM to 900.
Rwy 33, 1400-3 or STANDARD with a minimum climb of 320 feet per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 5: Climb heading 048° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 149° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 23: Climb heading 228° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 329° or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

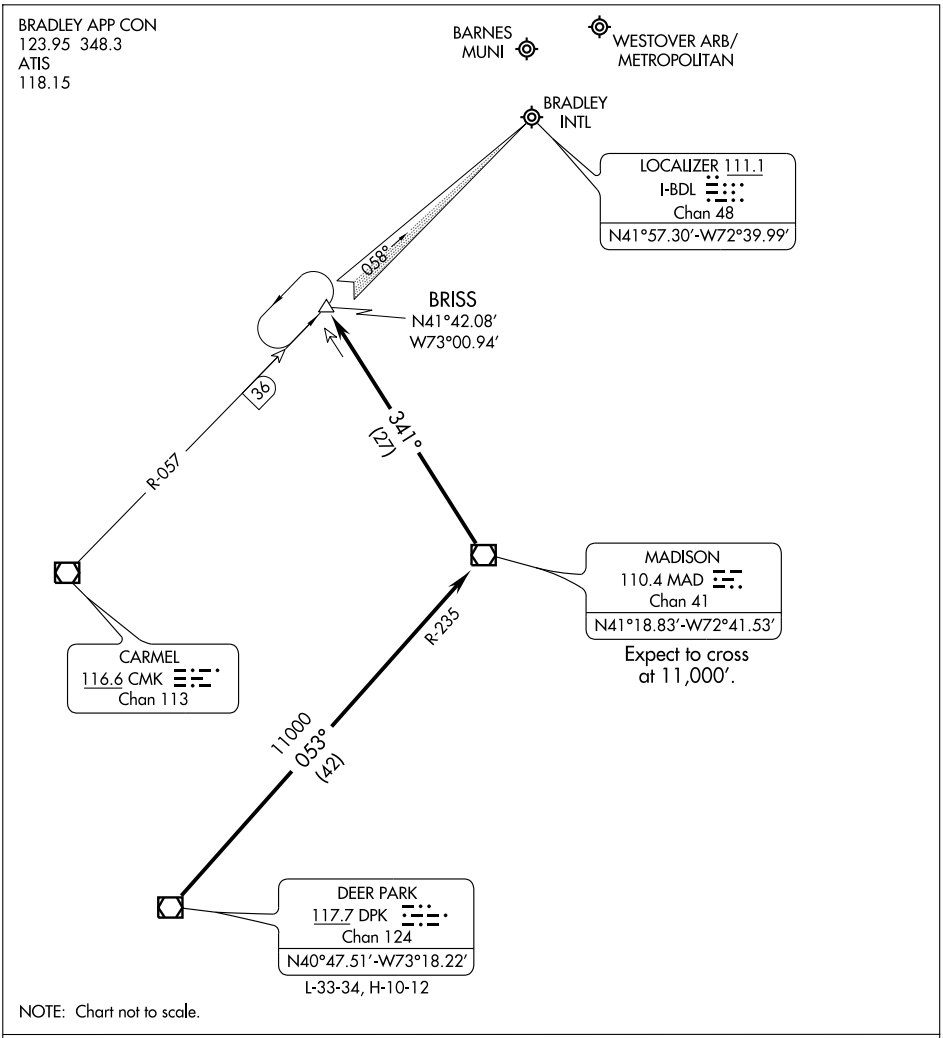
GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 15: 307′ tree 1013′ from DER, 526′ left of extended centerline, 294′ tree 1268′ from DER, 619′ left of extended centerline, 317′ tree 1340′ from DER, 686′ left of extended centerline, 318′ tree 1686′ from DER, 911′ left of extended centerline, 305′ tree 1911′ from DER, 832′ left of extended centerline, 321′ tree 2104′ from DER, 942′ left of extended centerline, 329′ tree 2959′ from DER, 1277′ left of extended centerline, 334′ tree 3236′ from DER, 1278′ left of extended centerline, 343′ tree 3515′ from DER, 1287′ left of extended centerline, 310′ tree 2421′ from DER, 1062′ left of extended centerline, 323′ tree 2695′ from DER, 369′ right of extended centerline, 321′ tree 2796′ from DER, 608′ right of extended centerline, 321′ tree 2945′ from DER, 909′ right of extended centerline, 335′ tree 3567′ from DER, 1320′ left of extended centerline.
Rwy 33: 296′ tree 1191′ from DER, 726′ left of extended centerline, 289′ tree 1704′ from DER, 202′ right of extended centerline, 291′ tree 1737′ from DER, 205′ left of extended centerline.

NE-1, 21 OCT 2010 to 18 NOV 2010

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 21 OCT 2010 to 18 NOV 2010

DEER PARK TWO ARRIVAL
WINDSOR LOCKS, CONNECTICUT
(DPK.DPK2) 07298

LOC I-GWJ	APCH CRS	Rwy ldg 10,396 TDZE 237 Arpt Elev 241	AL-447 [USAF]
109.9	048°		

CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED

WESTOVER 114.0 CEF Chan 87

LOCALIZER 109.9 I-GWJ

BARNES 113.0 BAF Chan 77

1587 1106 718 1394 923 1361 490 500 540 319 1194 692 413 1754 1170 1210

R-136 228° 048° (IAF) BIGEE CEF 6.3

CEF 11.3

Max holding alt 4000 Max holding 230 KIAS

10 NM

MSA CEF 25 NM 180° 3600 090° 2900 360° 3000

EMERG SAFE ALT 100 NM 6300

BIGEE BAF R-136/ CEF 6.3

2200 228° 048° 048° 1892 2.2 VORTAC 1.9 1900

GS 3.00° TCH 53

4.5 NM 0.5

3000 tr 048° RADAR vectors

ELEV 241 Rwy 5 ldg 10,396'

7092 x 150 15 23 375 406 380 33 11,597 x 301 HIRL Rwy 5-23, 15-33 TDZE 237 5

048° 5.0 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 5 *	437/24		200	(200-½)	
S-LOC 5 **	580/24	343 (400-½)	580/40	343 (400-¾)	
CIRCLING	800-1	559 (600-1)	800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS Y or LOC RWY 23

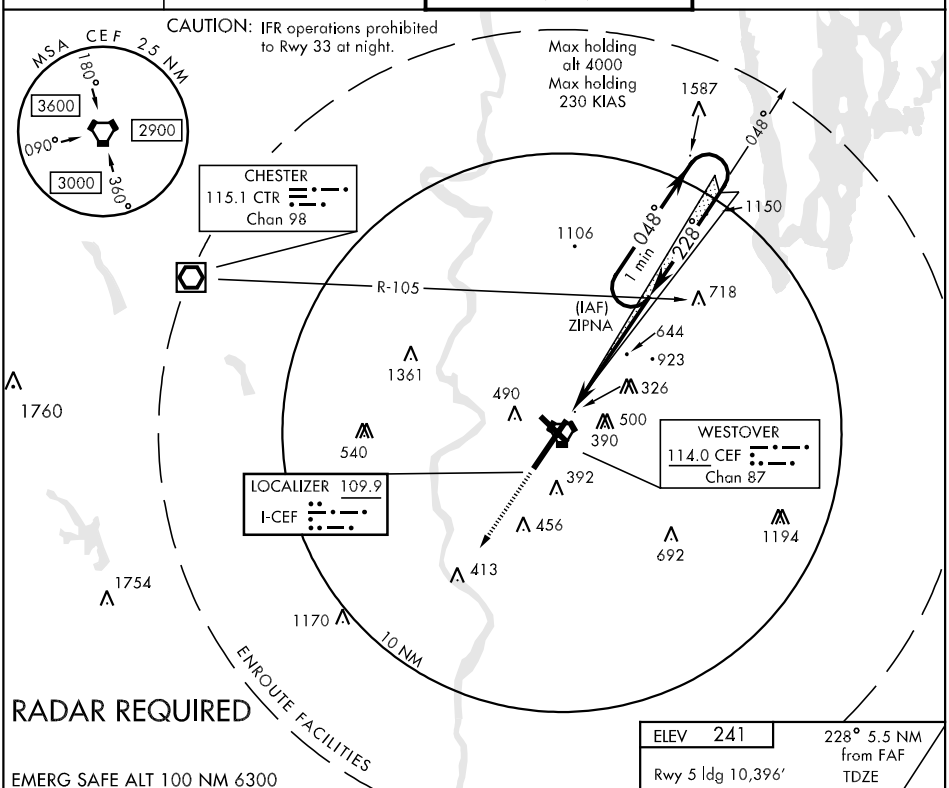
LOC I-CEF	APCH CRS	Rwy ldg 11,597 TDZE 241 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
109.9	228°			

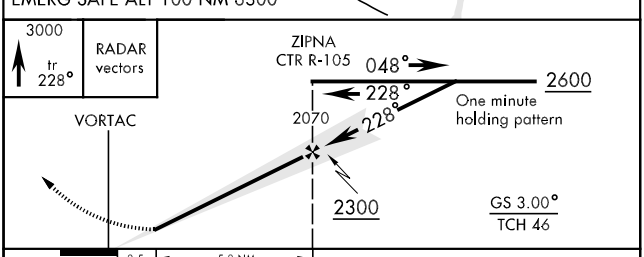
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

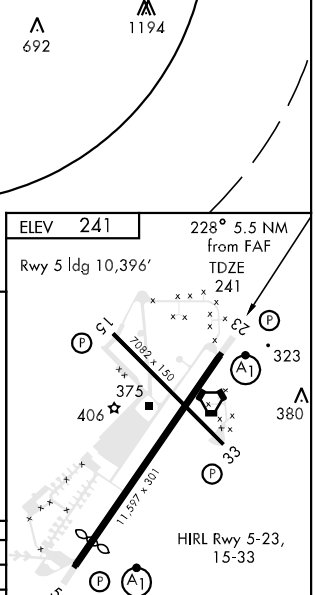
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC 23 **	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 5.0 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:58	3:19	2:29	1:59	1:39	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

ILS Z or LOC/DME RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 TDZE 241 Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

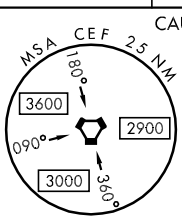
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR TO 60 vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

CAUTION: IFR operations prohibited to Rwy 33 at night.



Max holding alt 4000
Max holding 230 KIAS

CEF 10.7

1587 048° 1150 228° 048°

1106 (IAF) BELCH 5.7 718 644 923 326 490 500 390 1361 540 392 456 692 1194 413 1170 1760 1754

WESTOVER 114.0 CEF Chan 87

LOCALIZER 109.9 I-CEF

10 NM

RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300

3000 tr 228°

RADAR vectors

BELCH 5.7 048° 2600

DEPTE 2.7 228° 2015 228°

VORTAC

ZODER .9 1160 2300

GS 3.00° TCH 46

0.5 4.8 NM

ELEV 241

228° 5.5 NM from FAF

Rwy 5 ldg 10,396'

TDZE 241

7082 x 150 15 23 323 375 406 380 33 11,597 x 301 5

HIRL Rwy 5-23, 15-33

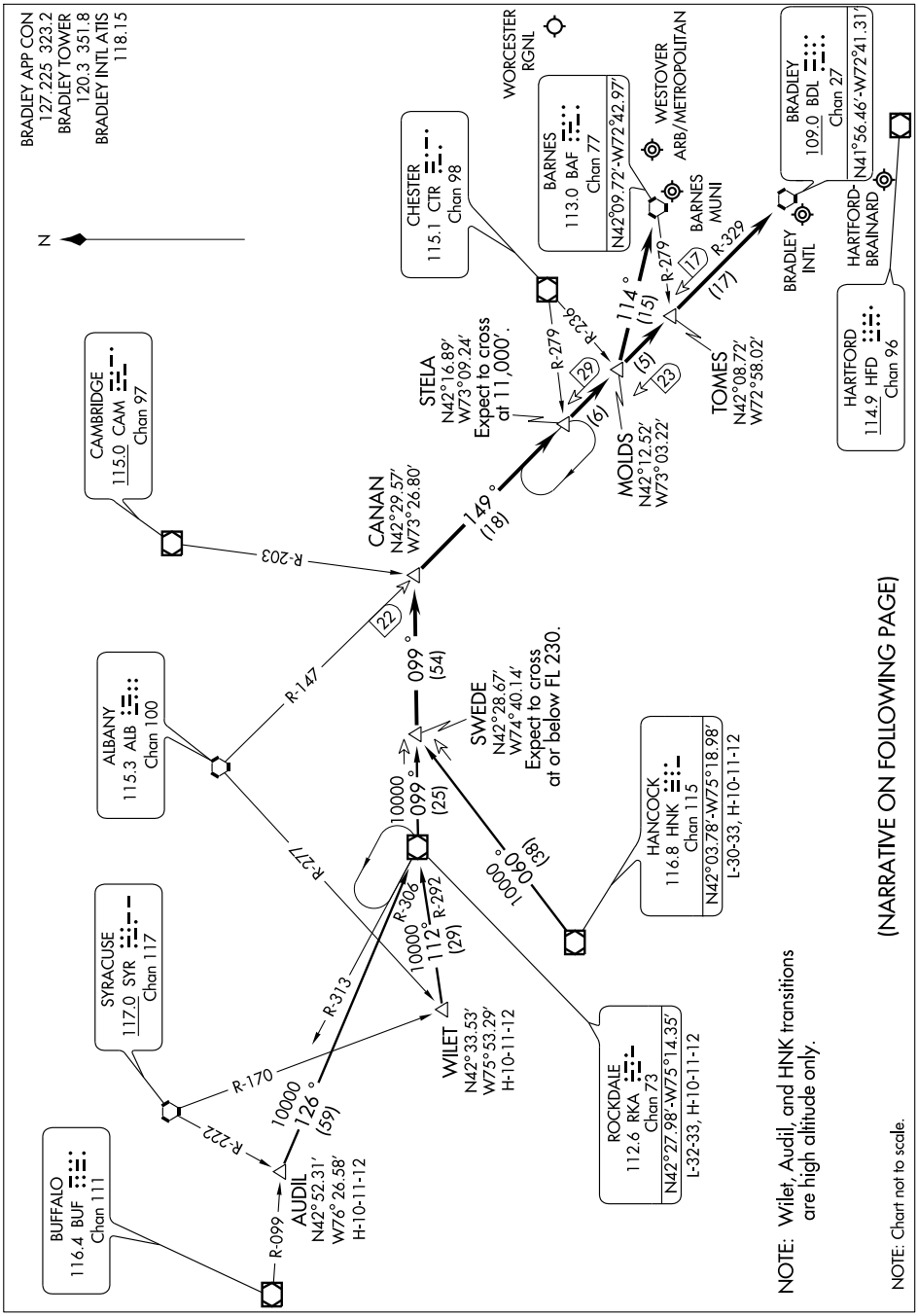
CATEGORY	A	B	C	D	E
S-ILS 23*	441/24		200	(200-½)	
S-LOC/** DME 23	700/24 459 (500-½)		700/40 459(500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5

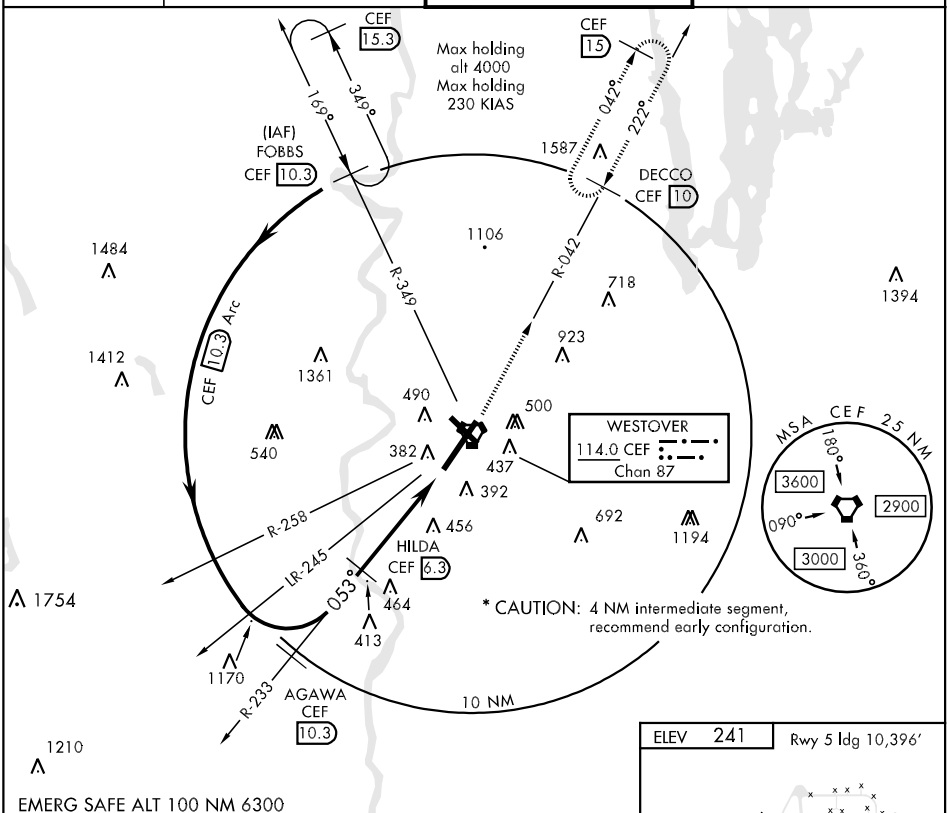
VORTAC CEF	APCH CRS	Rwy ldg 10,396	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
114.0 Chan 87	053°	TDZE 237 Arpt Elev 241		

CAUTION: IFR operations prohibited to Rwy 33 at night.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

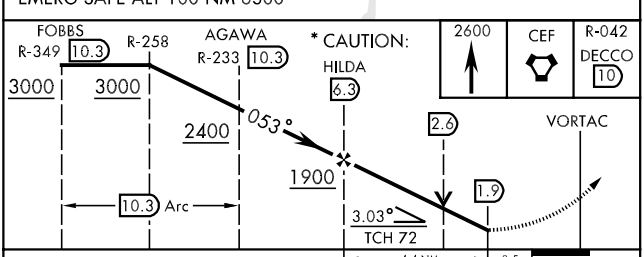
ALSF-1

MISSED APPROACH: Climb to 2600 via CEF then R-042 to DECCO and hold.

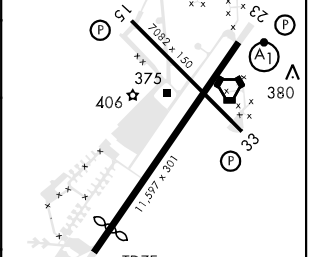
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8



EMERG SAFE ALT 100 NM 6300



ELEV 241 Rwy 5 ldg 10,396'



053° 4.9 NM from FAF

HIRL Rwy 5-23, 15-33

CATEGORY	A	B	C	D	E
S-5 **	720/24 483 (500-½)		720/40 483 (500-¾)	720/50 483 (500-1)	720/60 483 (500-1¼)
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23

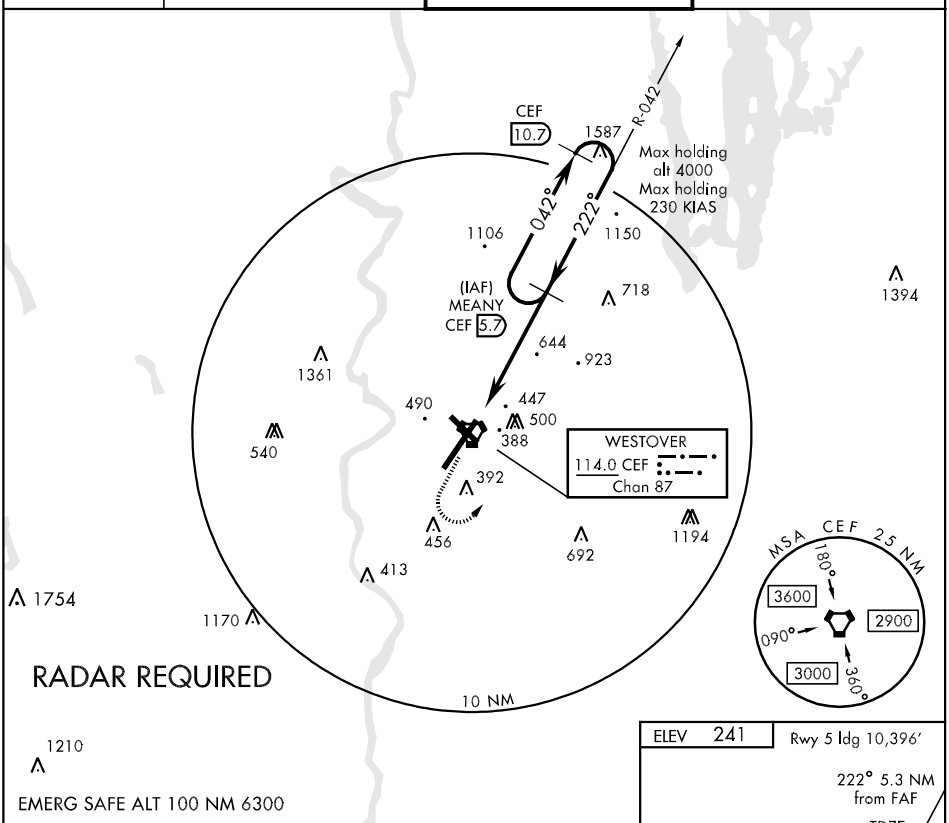
VORTAC CEF 114.0 Chan 87	APCH CRS 222°	Rwy ldg 11,597 TDZE 241 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)

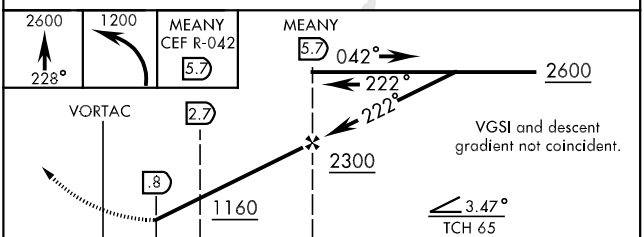
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

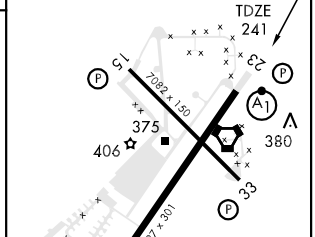
MISSED APPROACH: Climb to 2600 tracking 228°, passing 1200, turn left direct MEANY and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8





CATEGORY	A	B	C	D	E
S-23 *	700/24 459 (500-½)		700/40 459 (500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 23

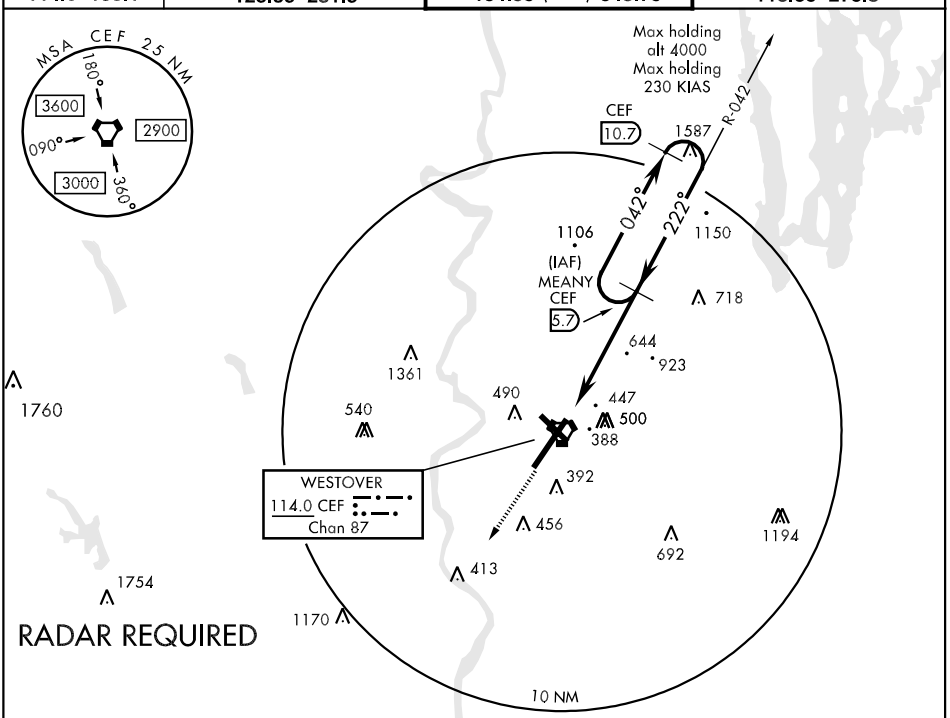
VORTAC CEF	APCH CRS	Rwy ldg 11,597	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
114.0 Chan 87	222°	TDZE 241 Arpt Elev 241		

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night.

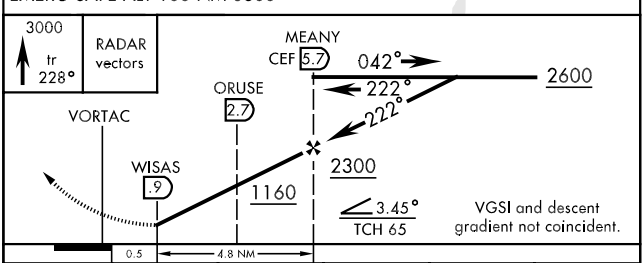
ALSF-1

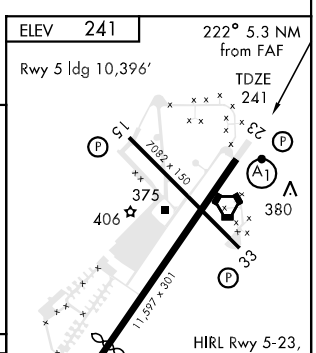
MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-VOR/ * DME 23	700/24 459 (500-½)		700/40 459(500-¾)	700/50	459(500-1)
CIRCLING	800-1 559 (600-1)		800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC CEF	APCH CRS	Rwy ldg 10,396	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
114.0 Chan 87	053°	TDZE 237 Arpt Elev 241		

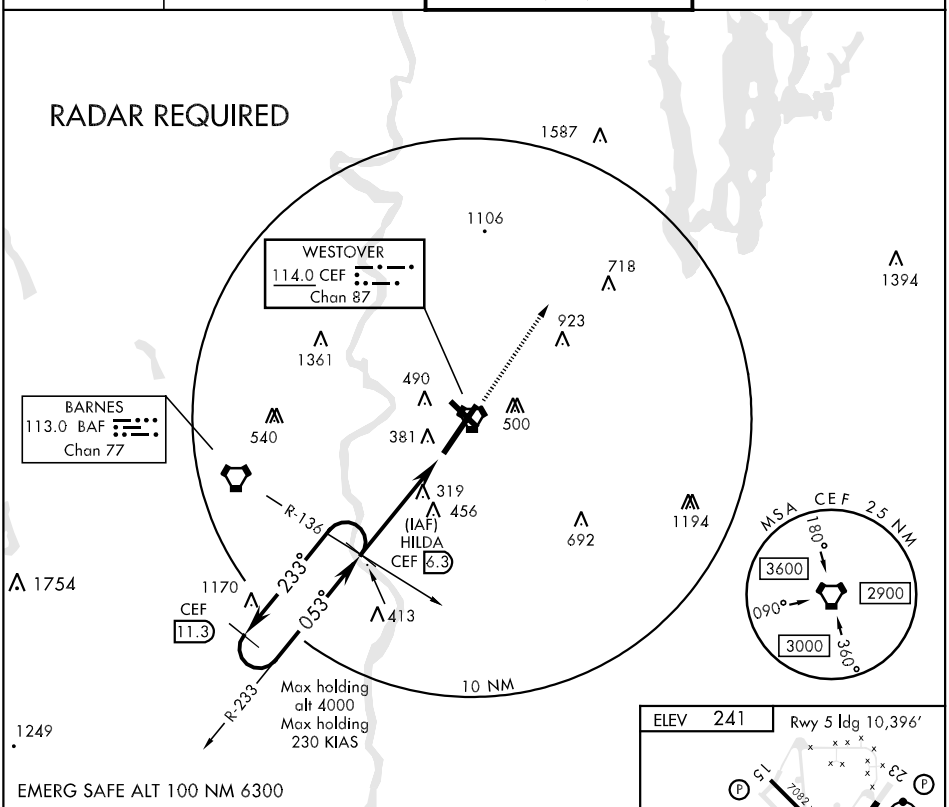
CAUTION: IFR operations prohibited to Rwy 33 at night.

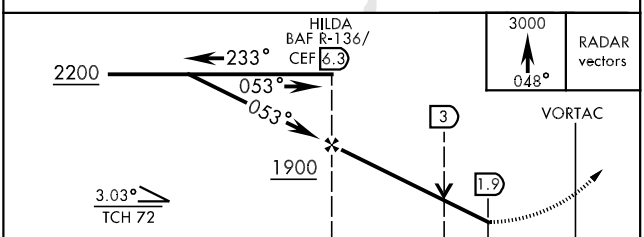
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

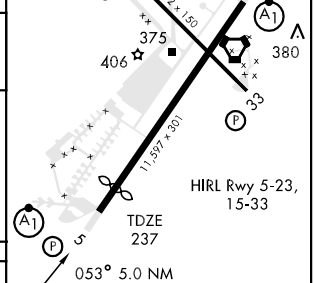
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-5 *	820/24 583 (600-½)		820/50 583 (600-1)	820/60 583 (600-1¼)	820-1½ 583 (600-1½)
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	820-2 579 (600-2)	1260-3 1019(1100-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR RWY 23

VORTAC CEF	APCH CRS	Rwy ldg 11,597
114.0	222°	TDZE 241
Chan 87		Arpt Elev 241

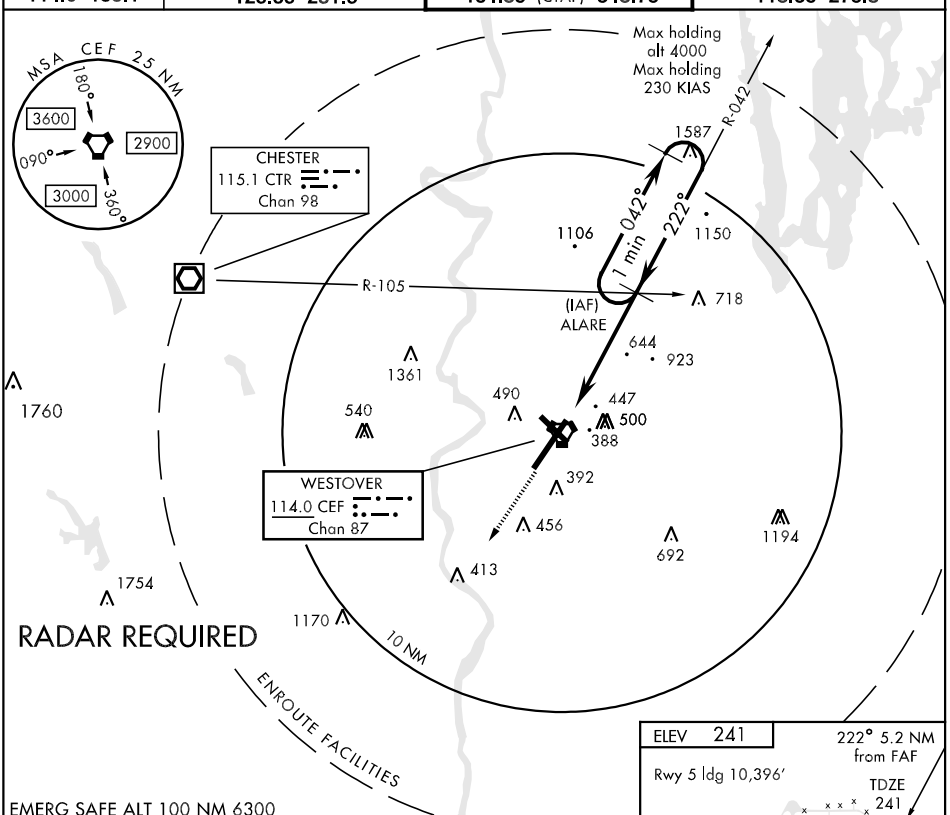
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

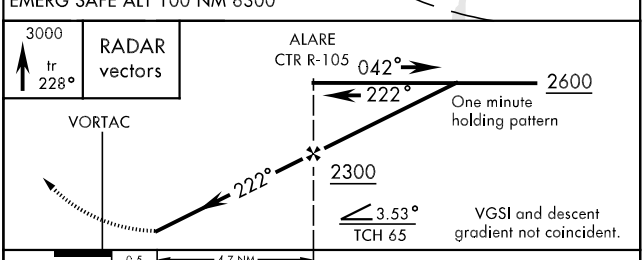
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night

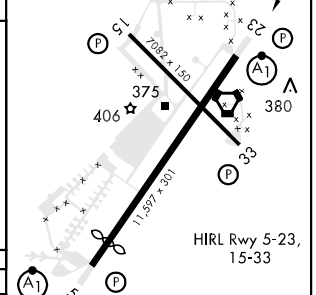
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-VOR 23*	900/24 659 (700-½)		900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1 659 (700-1)		900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 4.7 NM						
Knots	60	90	120	150	180	200
Min:Sec	4:42	3:08	2:21	1:53	1:34	1:24

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

STERLING (3B3) 2 SW UTC−5(−4DT) N42°25.56′ W71°47.57′ **NEW YORK**
459 B S2 **FUEL** 100LL NOTAM FILE BDR **L–33C, 34J**
RWY 16–34: H3086X40 (ASPH) S–8 LIRL (NSTD)
RWY 16: Thld dsplcd 150′. Trees.
RWY 34: Thld dsplcd 500′. Tree.
AIRPORT REMARKS: Attended Thu–Sun 1300–2300Z‡. Glider ops in vicinity of arpt SR–SS daily. Intensive glider activity on weekends. Rwy 16–34 NSTD LIRL; first 240′ Rwy 16 unlgtd; first 240′ Rwy 34 unlgtd. ACTIVATE LIRL Rwy 16–34 and rotating bcn—CTAF. Rwy lgts begin 200 ft down Rwy 16, and 300 ft down Rwy 34.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 135° 13.8 NM to fld. 1280/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.

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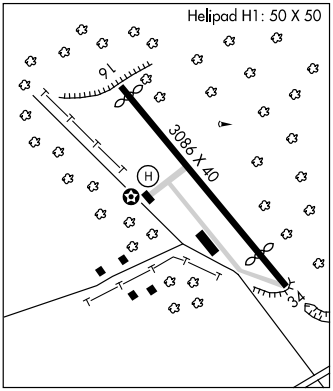
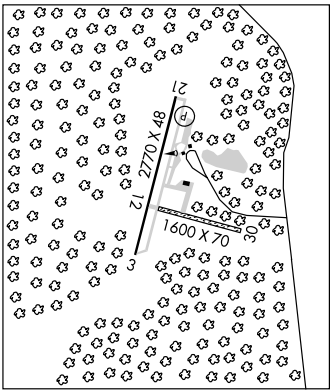
HELIPAD H1: H50X50 (ASPH)



STOGE N42°07.18′ W71°07.70′ NOTAM FILE OWD. **NEW YORK**
NDB (LOM) 397° OW 350° 4.7 NM to Norwood Mem. **L–33D, 34J**

STOW

MINUTE MAN AIR FIELD (6B6) 2 N UTC−5(−4DT) N42°27.67′ W71°31.12′ **NEW YORK**
268 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE BDR **L–33C, 34J**
RWY 03–21: H2770X48 (ASPH) S–12.5 LIRL **IAP**
RWY 03: Hill. **RWY 21:** REIL. PAPI(P2L)—GA 3.5° TCH 25′. Trees.
RWY 12–30: 1600X70 (TURF–GRVL)
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Attended 1400–2100Z‡. Tree obstruction in apch, primary and transition surfaces Rwy 03–21 and Rwy 12–30. Upwind and crosswind apchs not recommended. Noise abatement procedures in effect notify arpt manager 978–897–3933 of intention to opr between 0400–1100Z‡. TPA for light acft 1300(1032). Helicopters use rgt tfc. Rotating bcn OTS 0400–1200Z‡. ACTIVATE REIL Rwy 21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BOSTON APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MHT.
MANCHESTER (L) VOR/DME 114.4 MHT Chan 91 N42°52.11′ W71°22.17′ 210° 25.3 NM to fld. 469/15W.
BEDDS NDB (LOM) 332 BE N42°28.79′ W71°23.32′ 275° 5.9 NM to fld. NOTAM FILE BED.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



TANNER—HILLER (See BARRE/BARRE PLAINS)

LOM BE	APP CRS	Rwy ldg	N/A
332	275°	TDZE	N/A
		Apt Elev	268

NDB-A

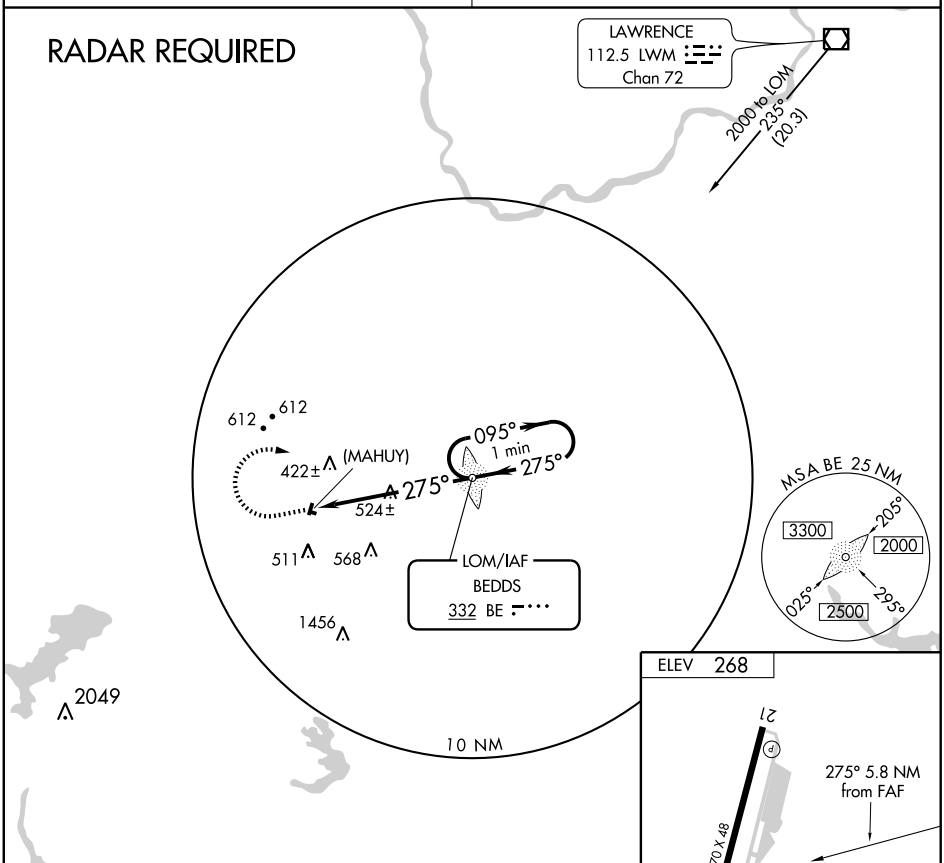
STOW/ MINUTE MAN AIRFIELD (6B6)

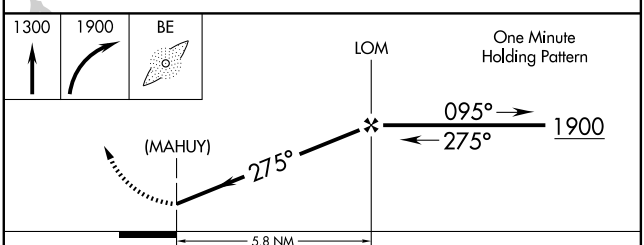
NA

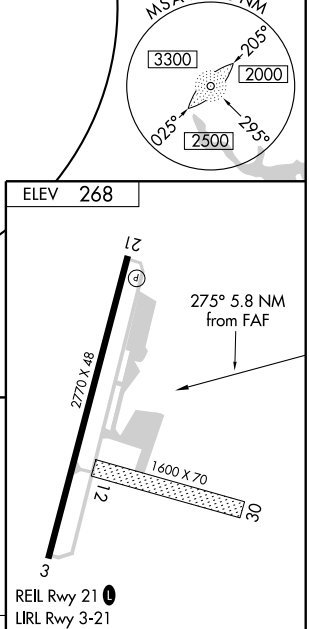
Procedure NA at night. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 12-30.

MISSED APPROACH: Climb to 1300 then climbing right turn to 1900 direct BE LOM and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1020-1 752 (800-1)	1020-1¼ 752 (800-1¼)	NA	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	2770
211°	TDZE	268
	Apt Elev	268

RNAV (GPS) RWY 21

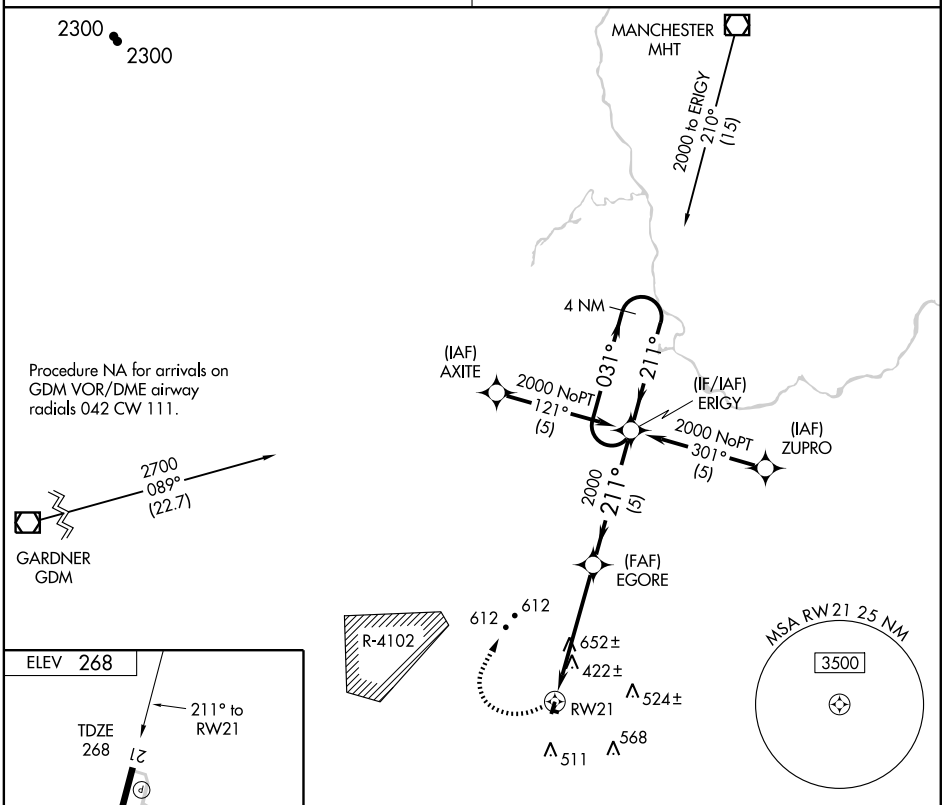
STOW/MINUTE MAN AIRFIELD (6B6)

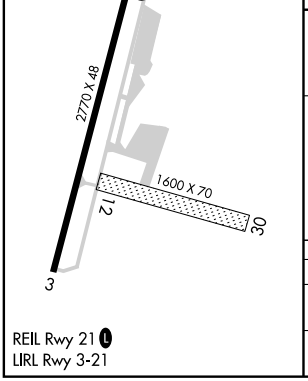
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet and increase Cat B visibility ¼ mile. Procedure NA at night. Circling NA to Rwy 12-30.

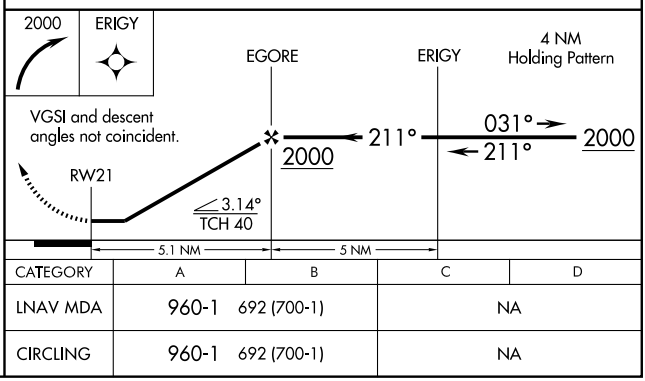
MISSED APPROACH: Climbing right turn to 2000 direct ERIGY and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L





REIL Rwy 21 L
LIRL Rwy 3-21



CATEGORY	A	B	C	D
LNAV MDA	960-1 692 (700-1)		NA	
CIRCLING	960-1 692 (700-1)		NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

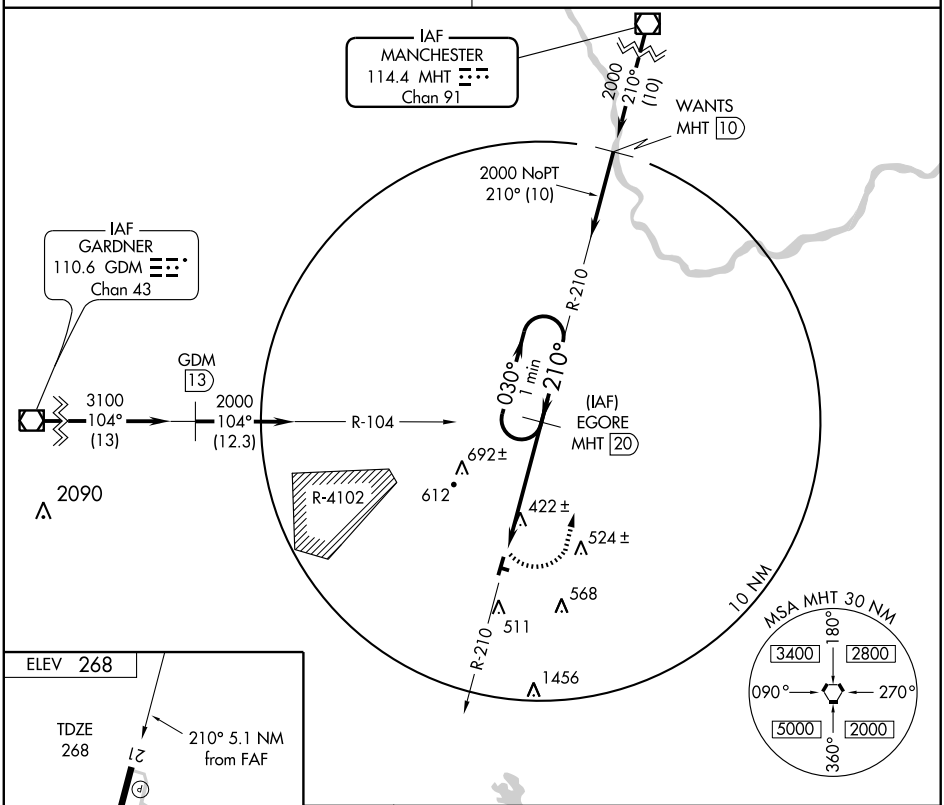
VOR/DME MHT	APP CRS	Rwy ldg	2770
114.4	210°	TDZE	268
Chan 91		Apt Elev	268

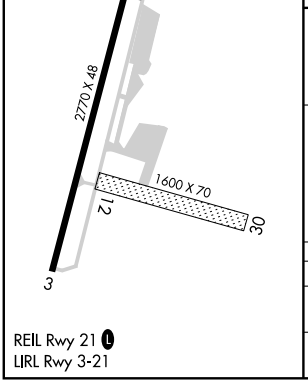
VOR/DME RWY 21
STOW/MINUTE MAN AIRFIELD (6B6)

Use Bedford altimeter setting; when Bedford control zone not in effect, use Boston altimeter setting and increase all MDA's 60 feet.
NA Circling NA at night.

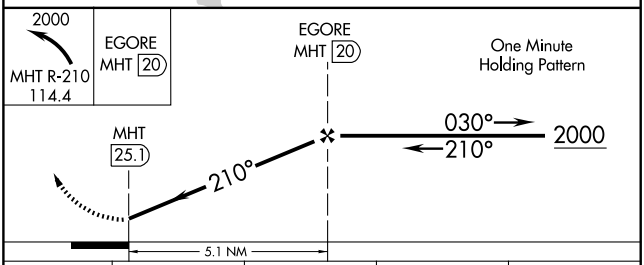
MISSED APPROACH: Climbing left turn to 2000 via MHT R-210 to EGORE 20 DME and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L





REIL Rwy 21 L
LIRL Rwy 3-21



CATEGORY	A	B	C	D
S-21	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010

TAUNTON MUNI–KING FIELD (TAN) 3 E UTC−5(−4DT) N41°52.46′ W71°01.00′

NEW YORK
L–33D
IAP

43 B S4 **FUEL** 100LL NOTAM FILE BDR

RWY 12–30: H3500X75 (ASPH) S–21 MIRL

RWY 12: Trees.

RWY 30: REIL. VASI(V4L)—GA 3.6°TCH 45′. Trees.

RWY 04–22: 1900X60 (TURF–GRVL)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Sep–May 1300–2200Z‡, Jun–Aug 1300–2300Z‡. Rwy 04–22 surface rough and loose stones. Avoid flying over the elementary school at the departure end of Rwy 30. Helicopters avoid overflight of densely populated areas west and south of arpt. ACTIVATE MIRL Rwy 12–30; VASI Rwy 30 and lgtd windsock—CTAF.

WEATHER DATA SOURCES: ASOS 132.675 (508) 824–5005.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **PROVIDENCE APP/DEP CON** 128.7 (1045–0500Z‡)

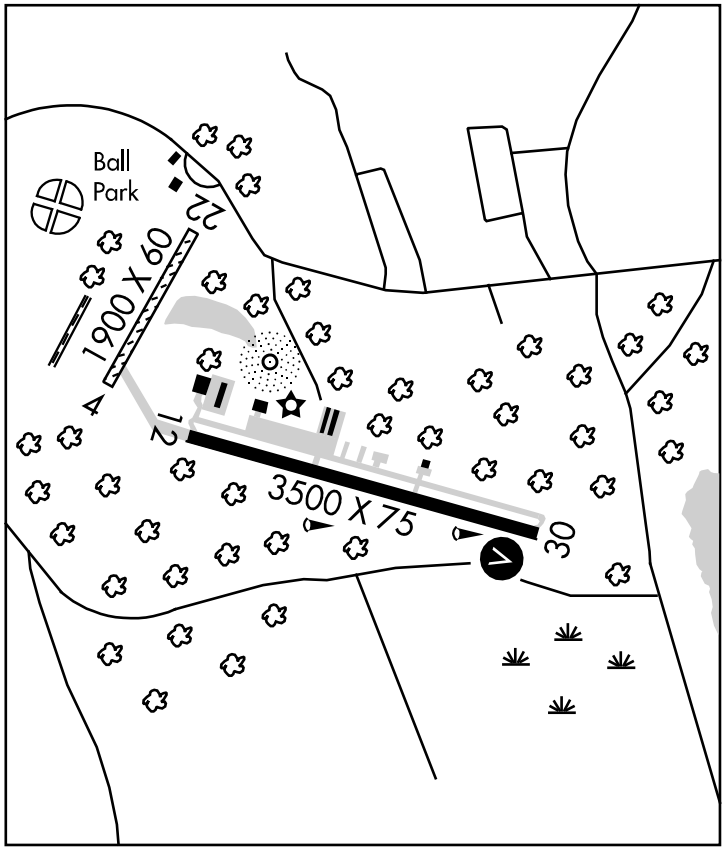
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PVD.

PROVIDENCE (H) VORTACW 115.6 PVD Chan 103 N41°43.46′ W71°25.78′ 078° 20.6 NM to fld. 49/14W. **HIWAS.**

NDB (MHW) 227 TAN N41°52.59′ W71°01.02′ at fld. NOTAM FILE BDR. Unmonitored. NDB unusable 090°–180° beyond 15 NM.

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport RADIO (BDR) 1–866–293–5149.



TOPSFIELD N42°37.16′ W70°57.41′ NOTAM FILE BVY.

NEW YORK
COPTER
L–33D

NDB (MHW) 269 TOF 156° 2.8 NM to Beverly Muni. (Unmonitored).

TURNERS FALLS (See MONTAGUE)

NDB TAN	APP CRS	Rwy ldg	3500
227	314°	TDZE	43
		Apt Elev	43

NDB RWY 30

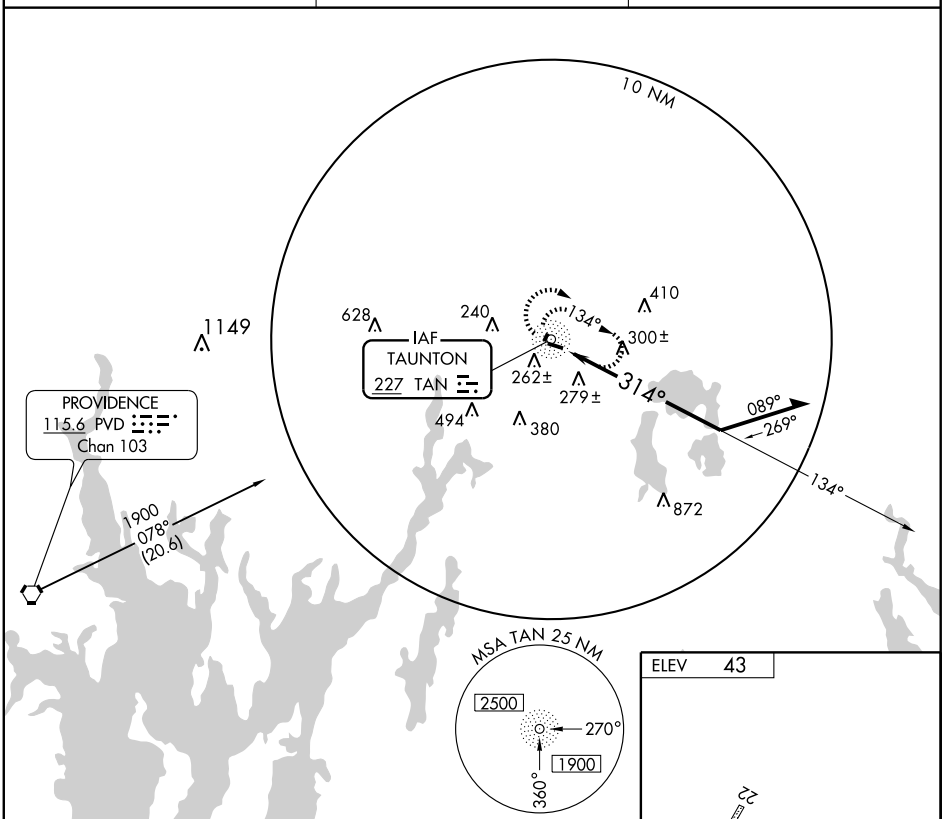
TAUNTON MUNI - KING FIELD (TAN)

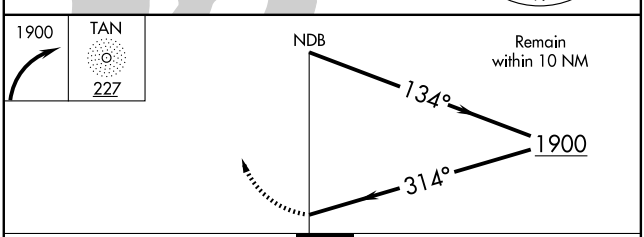
NA

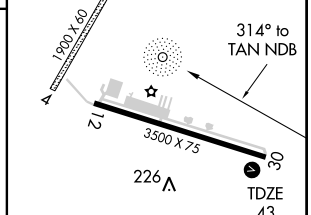
When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet, S-30 and Circling Cats. C and D visibility ¼ mile. Circling NA for Rwy 4-22.

MISSED APPROACH: Climbing right turn to 1900 in TAN NDB holding pattern.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

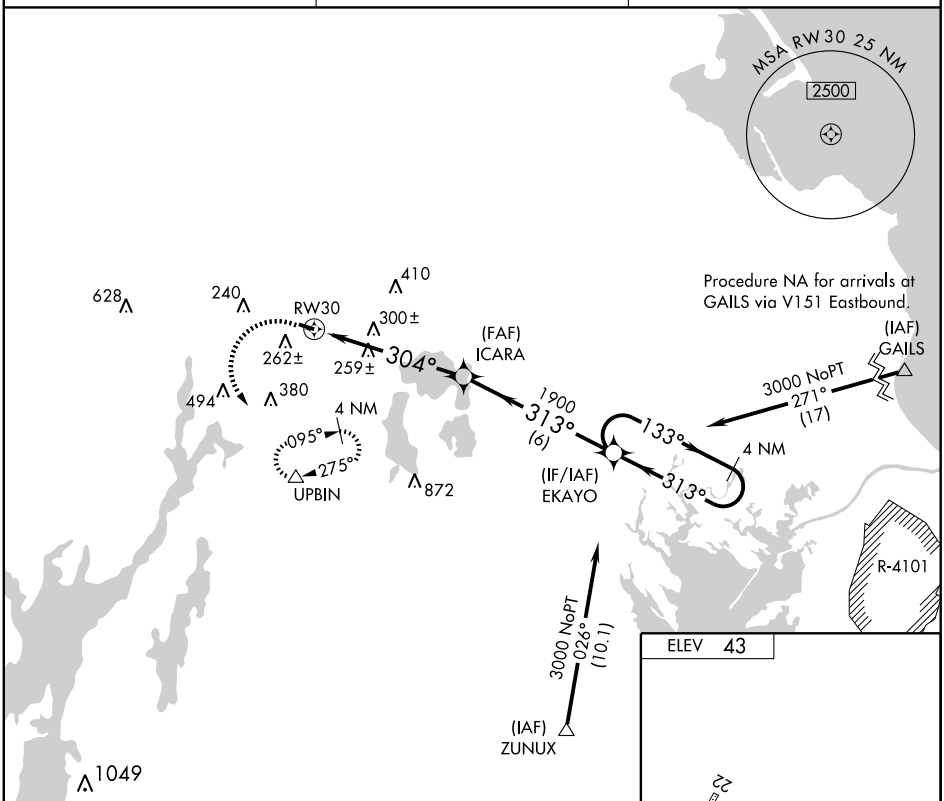
APP CRS	Rwy ldg	3500
304°	TDZE	43
	Apt Elev	43

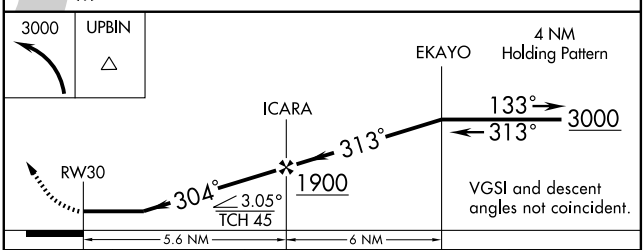
RNAV (GPS) RWY 30
TAUNTON MUNI - KING FIELD (TAN)

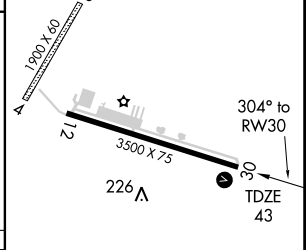
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet; LNAV Cats. C and D and Circling Cat. C visibility ¼ mile. Circling NA to Rwy 4-22.

MISSED APPROACH: Climbing left turn to 3000 direct UPBIN and hold, continue climb-in-hold to 3000.

ASOS	PROVIDENCE APP CON *	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 557 (600-1)		600-1½ 557 (600-1½)	600-1¾ 557 (600-1¾)
CIRCLING	620-1 577 (600-1)		620-1½ 577 (600-1½)	660-2 617 (700-2)

REIL Rwy 30
MIRL Rwy 12-30 L

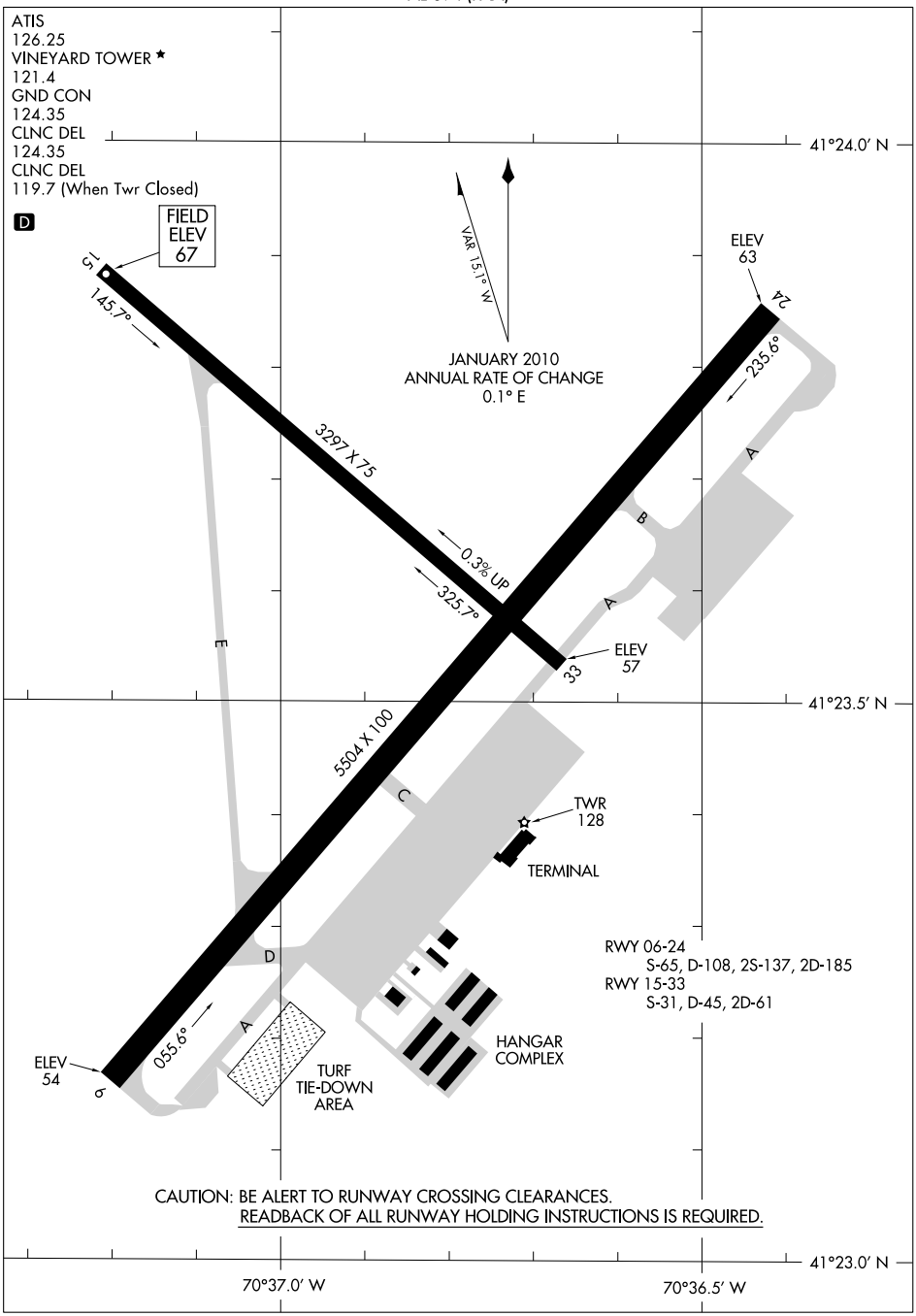
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

VINEYARD HAVEN / MARTHAS VINEYARD (MVY)
VINEYARD HAVEN, MASSACHUSETTS

AL-694 (FAA)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

VINEYARD HAVEN, MASSACHUSETTS
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

10210

VINEYARD HAVEN

MARTHAS VINEYARD (MVY) 3 S UTC−5(−4DT) N41°23.58′ W70°36.86′

NEW YORK

67 B **FUEL** 100LL, JET A TPA–1068(1000) Class I, ARFF Index A NOTAM FILE MVY

H–10J, 12K, L–33D

RWY 06–24: H5504X100 (ASPH–GRVD) S–65, D–108, 2S–137, 2D–185 HIRL

IAP, AD

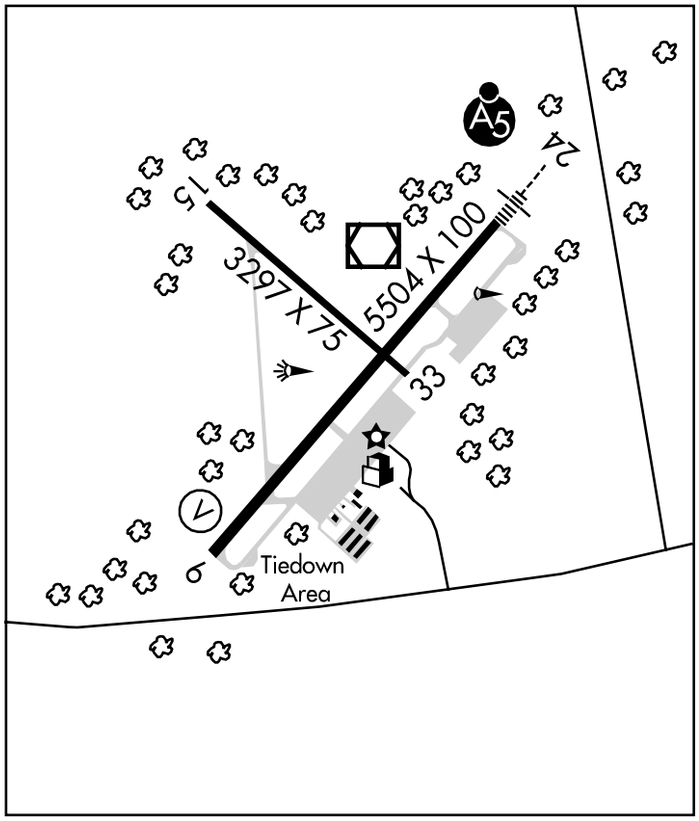
RWY 06: REIL. VASI(V4L)—GA 3.0°TCH 60′. Trees.

RWY 24: MALSR. Rgt tfc.

RWY 15–33: H3297X75 (ASPH) S–31, D–45, 2D–61 MIRL

0.3% up NW

RWY 15: Trees. **RWY 33:** REIL. Trees. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA–3297 TODA–3297 ASDA–3297 LDA–3297

RWY 33: TORA–3297 TODA–3297 ASDA–3297 LDA–3297

AIRPORT REMARKS: Attended 1100–0300Z‡. Be aware of hi-speed military jet and heavy helicopter tfc vicinity of Cape Cod CGAS. Arpt has noise abatement procedures, ctc ops 508–693–7022. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats call arpt manager 508–693–7022. Rwy 24 touchdown runway visual range avbl. Twy E clsd to acft with over 9 passengers. REIL Rwy 06 OTS indef. When twr clsd ACTIVATE HIRL Rwy 06–24, MALSR Rwy 24, MIRL Rwy 15–33, REIL Rwy 33—CTAF. ACTIVATE REIL Rwy 06 (24 hours)—CTAF. Parking fee all acft. Ldg fee all acft over 6000 lbs.

WEATHER DATA SOURCES: ASOS (508) 696–6988.

COMMUNICATIONS: CTAF 121.4 **ATIS** 126.25 508–693–7685.

UNICOM 122.95

RCO 122.1R 114.5T (BRIDGEPORT RADIO)

Ⓡ **CAPE APP/DEP CON** 134.65 133.75 119.7 (3000′ to 14,000′) (1100–0400Z‡) May 15–Sept 30 (1100–0300Z‡) Oct 1–May 14.

CLNC DEL 119.7 (when twr clsd)

BOSTON CENTER APP/DEP CON 128.75 (0400–1100Z‡) May 15–Sept 30 (0300–1100Z‡) Oct 1–May 14.

VINEYARD TOWER 121.4 (May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡) **GND CON** 124.35

CLNC DEL 124.35

AIRSPACE: CLASS D svc May 15–Oct 31 1100–0300Z‡, Nov 1–May 14 1200–2200Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE MVY.

(L) VOR/DME 114.5 MVY Chan 92 N41°23.77′ W70°36.76′ at fld. 60/15W.

ILS/DME 108.7 I–MVY Chan 24 Rwy 24. Class 1E. ILS unmonitored.

WAIVS N41°18.68′ W69°59.21′ NOTAM FILE ACK.

NDB (LOM) 248 AC 240° 4.8 NM to Nantucket Meml.

WALTER J. KOLADZA (See GREAT BARRINGTON)

LOC/DME I-MVY	APP CRS	Rwy ldg	5500
108.7	236°	TDZE	62
Chan 24		Apt Elev	67

ILS or LOC RWY 24

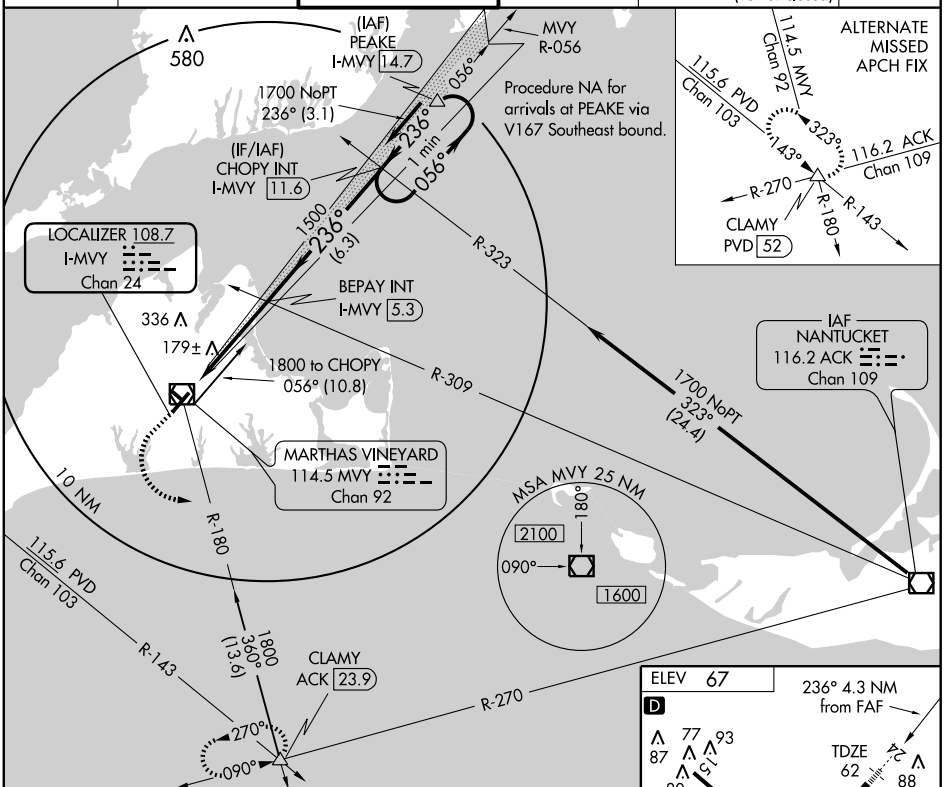
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

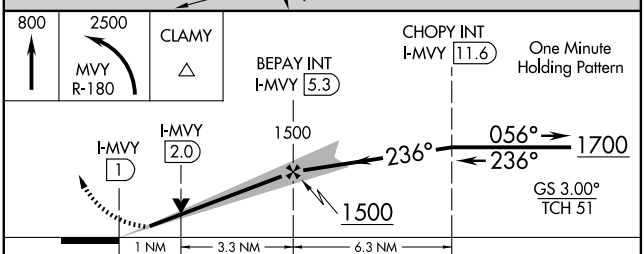
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

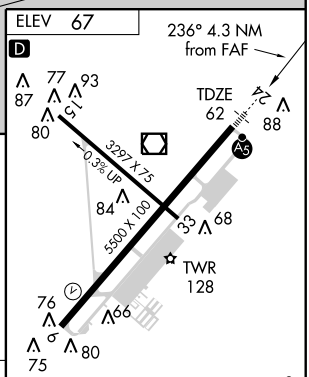
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	CAPE APP CON *	VINEYARD TOWER *	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95







HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-ILS 24	* 262/24 200 (200-½)			
S-LOC 24	440/24 378 (400-½)			440/40 378 (400-¾)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42601 W06A	APP CRS 056°	Rwy ldg 5500 TDZE 58 Apt Elev 67

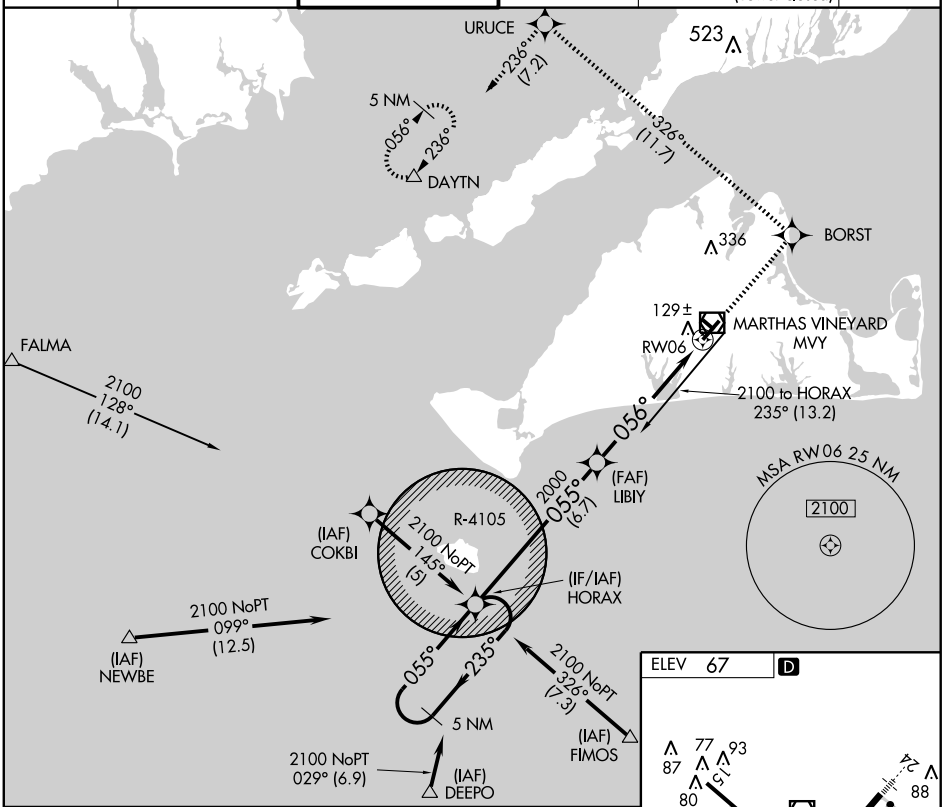
RNAV (GPS) RWY 6

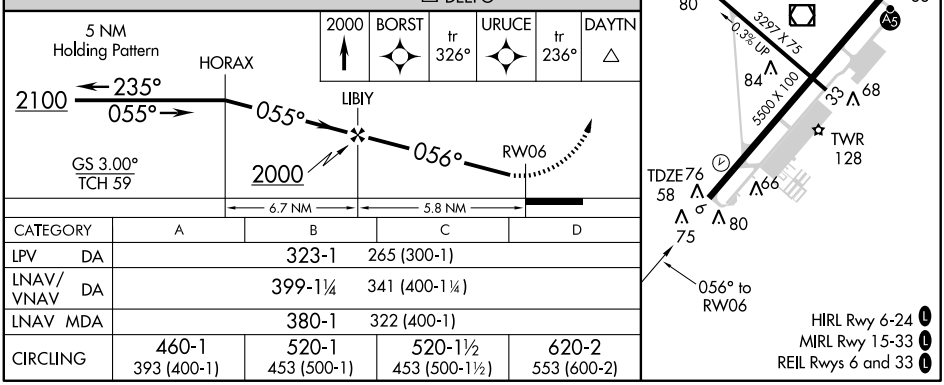
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-03 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BORST and via 326° track to URUCE and via 236° track to DAYTN and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	323-1	265 (300-1)		
LNAV/VNAV DA	399-1¼	341 (400-1¼)		
LNAV MDA	380-1	322 (400-1)		
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 48804 W24A	APP CRS 236°	Rwy ldg 5500 TDZE 62 Apt Elev 67

RNAV (GPS) RWY 24

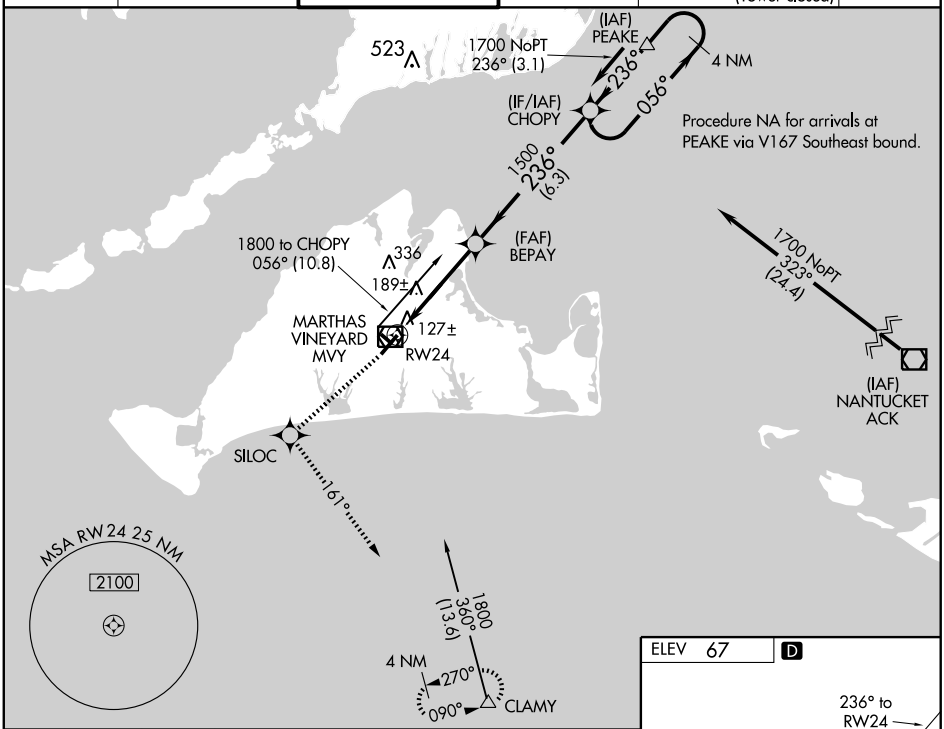
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

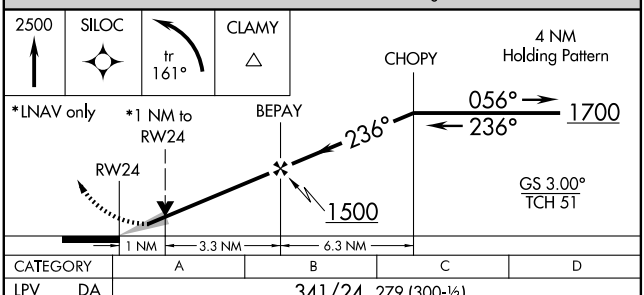
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

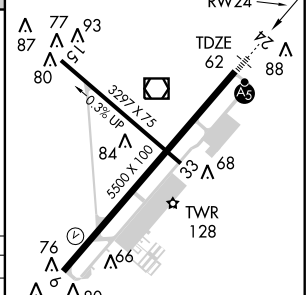
MALSR

MISSED APPROACH: Climb to 2500 direct SILOC and left turn via 161° track to CLAMY and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	341/24 279 (300-½)			
LNAV/VNAV DA	392/40 330 (400-¾)			
LNAV MDA	440/24 378 (400-½)			440/50 378 (400-1)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVY	APP CRS	Rwy ldg	5500
114.5	050°	TDZE	59
Chan 92		Apt Elev	68

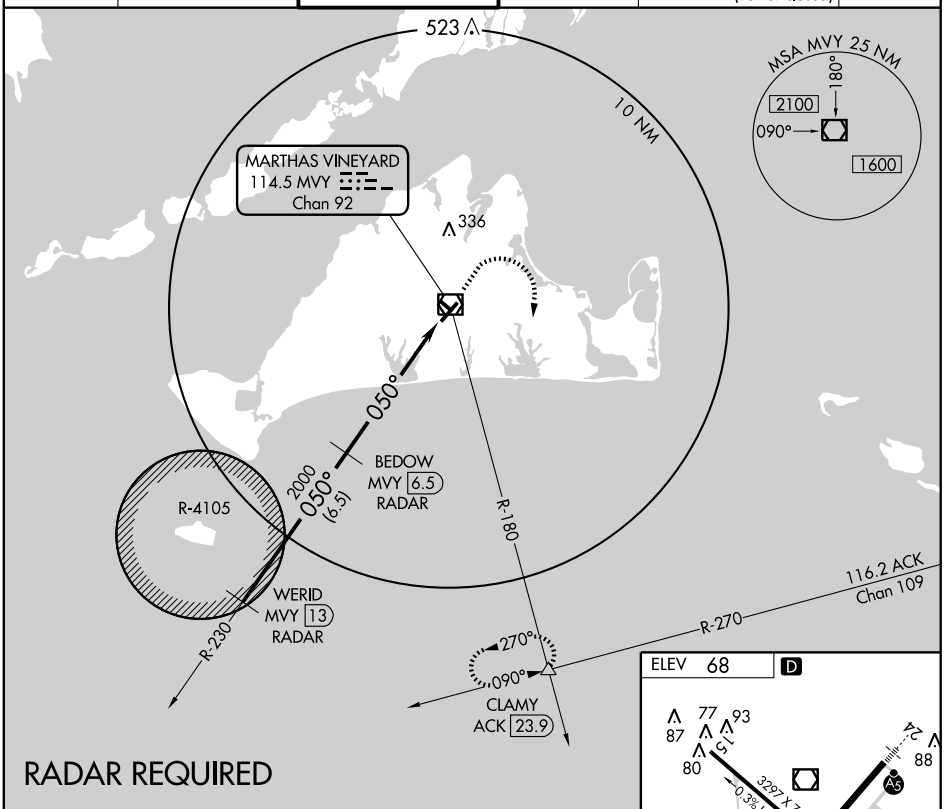
VOR RWY 6

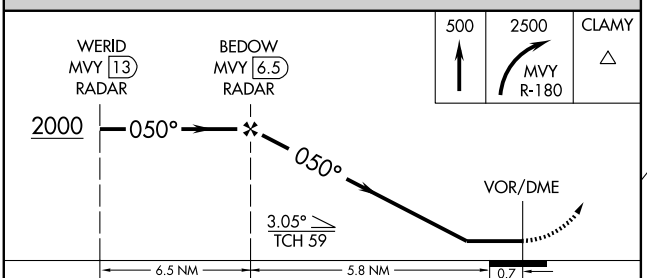
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

Radar or DME Required.
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.

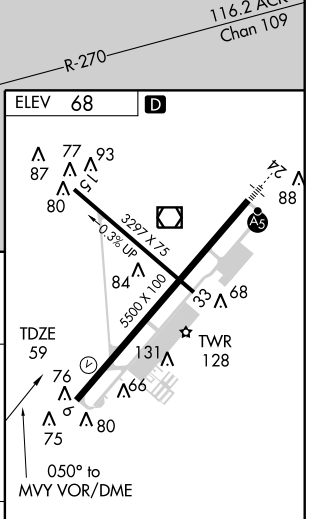
MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY INT and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
S-6	400-1 341 (400-1)			
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVY	APP CRS	Rwy ldg	5500
114.5	247°	TDZE	63
Chan 92		Apt Elev	68

VOR RWY 24

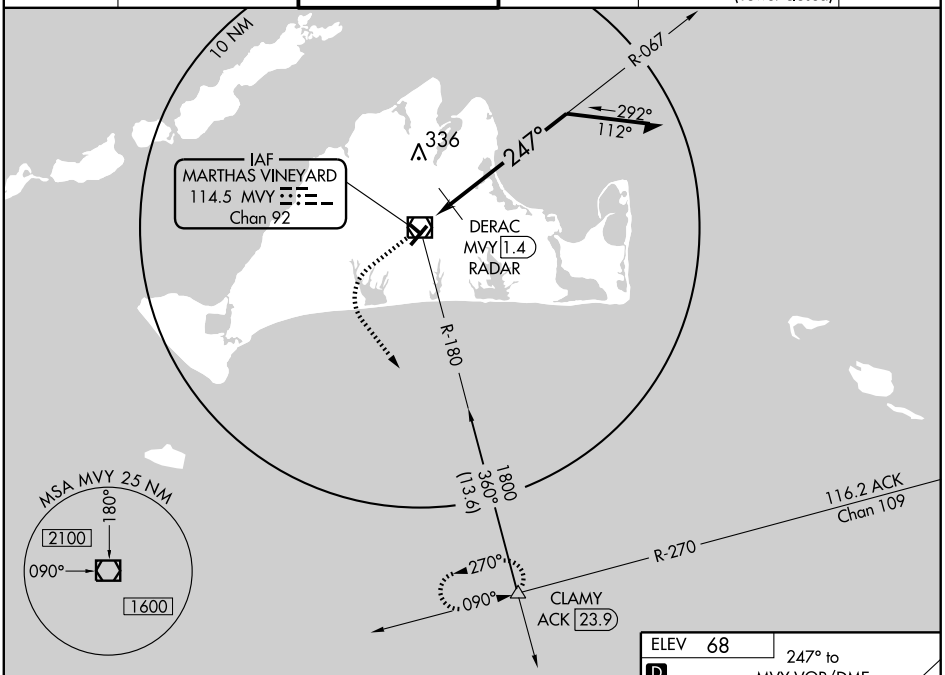
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

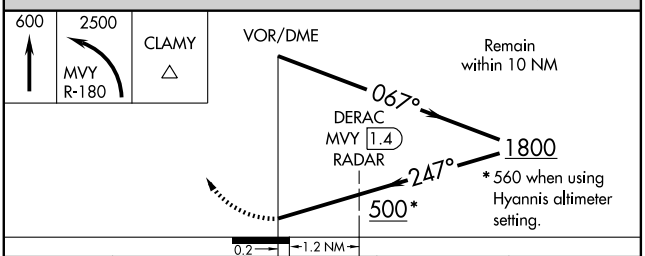
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR, increase DERAC fix minimums Cat D visibility to RVR 6000.

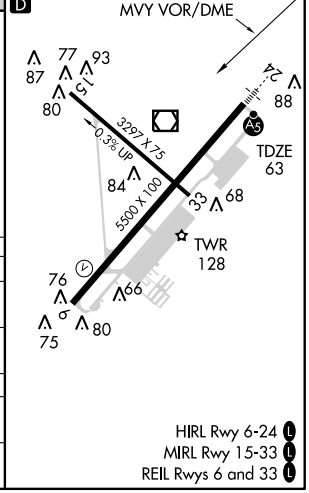
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 (CTAF) L	124.35	124.35 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
S-24	500/24 437 (500-½)		500/40 437 (500-¾)	500/50 437 (500-1)
CIRCLING	500-1 432 (500-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)
DERAC FIX MINIMUMS				
S-24	440/24 377 (400-½)			440/50 377 (400-1)
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

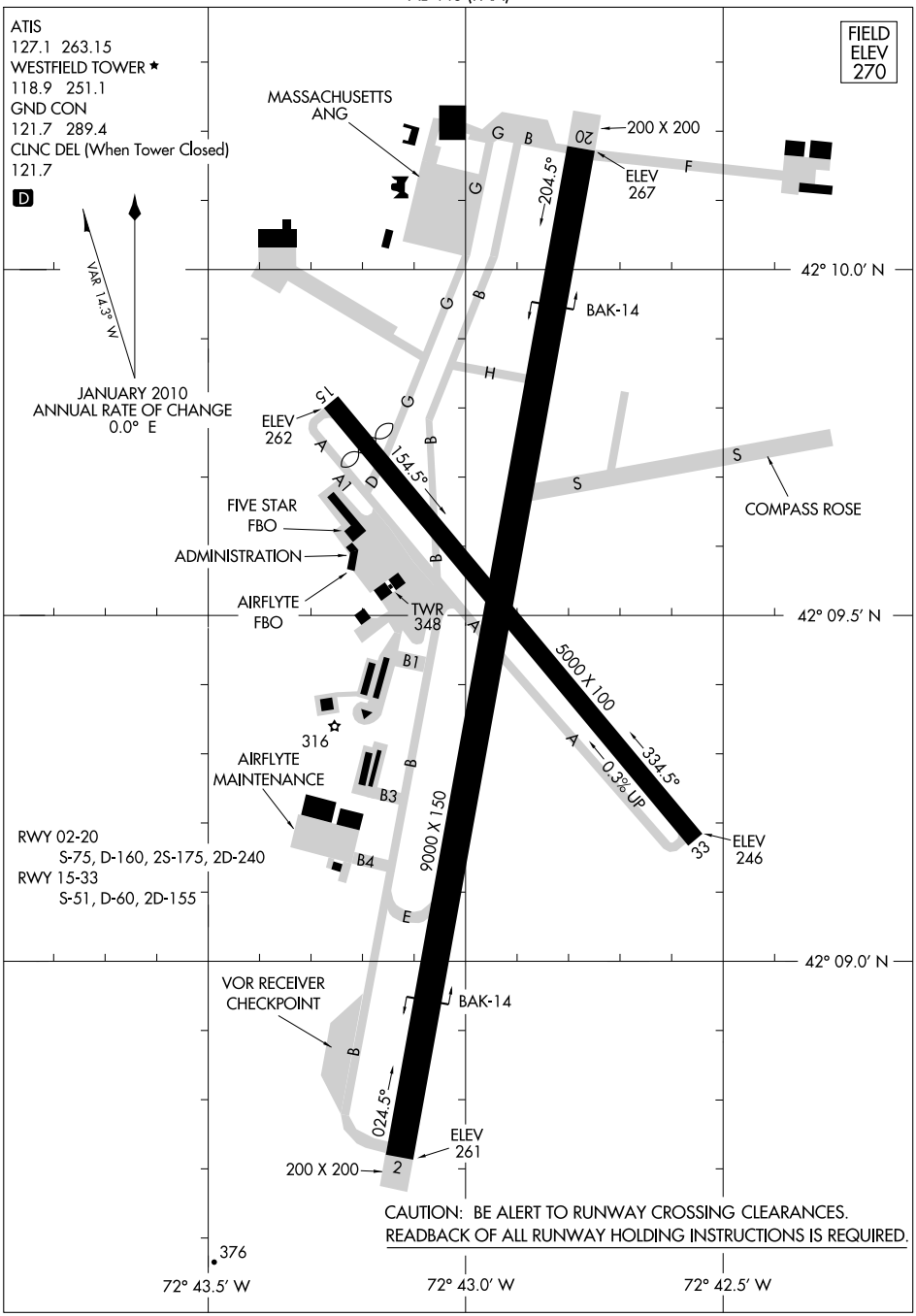
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-446 (FAA)

WESTFIELD/BARNES MUNI (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
10266
WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD/ BARNES MUNI (BAF)

WESTFIELD/SPRINGFIELD

BARNES MUNI (BAF) 3 N UTC−5(−4DT) N42°09.46′ W72°42.94′ **NEW YORK**

270 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA–See Remarks LRA **H–10I, 11D, 12K, L–33C, 34J**

Class IV, ARFF Index A NOTAM FILE BAF **IAP, AD**

RWY 02–20: H9000X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–240 HIRL

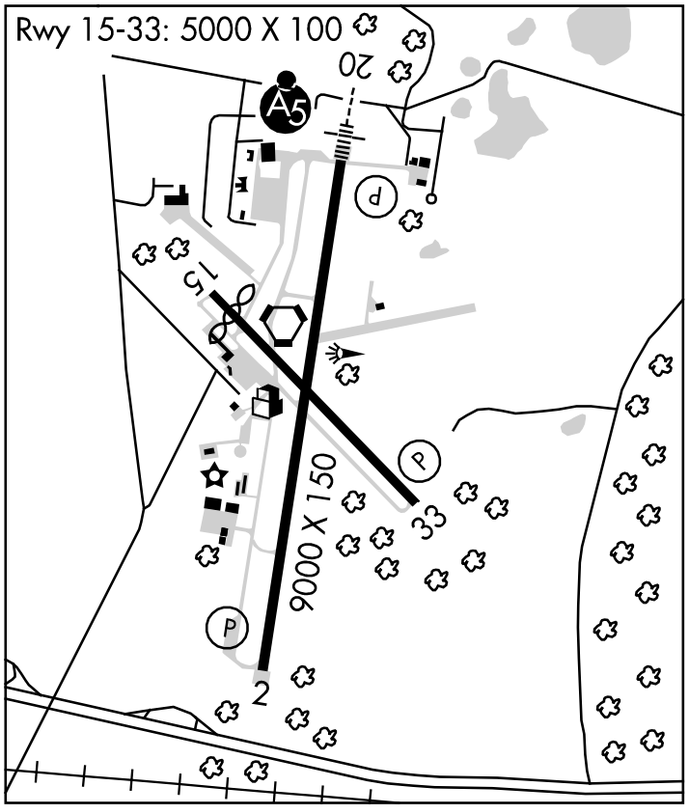
RWY 02: PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RWY 15–33: H5000X100 (ASPH) S–51, D–60, 2D–155 MIRL 0.3% up NW.

RWY 15: Thld dsplcd 490′. Trees.

RWY 33: PAPI(P4R)—GA 3.5° TCH 41′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000
RWY 15:	TORA–5000	TODA–5000	ASDA–4508	LDA–4510
RWY 20:	TORA–9000	TODA–9000	ASDA–8919	LDA–8919
RWY 33:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

AIRPORT REMARKS: Attended 1200–0100Z‡. Fuel avbl 1200–0100Z‡, for svc after 0100Z‡ by prior arrangement or by phone 413–485–0053 or 413–562–4999. Severe downdraft apch end Rwy 33 when wind northwest in excess of 15 kts. Birds and other wildlife on and invof arpt. Twy G clsd to civilian ops. Acft and helicopter noise abatement procedures in effect, ctc arpt manager for complete noise abatement procedures at 413–572–6275. TPA 1299(1029) lgt acft, 1799(1529) heavy and military acft. Expect military overhead and clsd pattern tfc. No touch and go landing or practice low approaches 0300–1200Z‡. PPR 24 hours for air carrier ops with more than 9 passenger seats call arpt manager 413–572–6275. Jet acft starting units avbl. When twr clsd ACTIVATE MALSR Rwy 20; HIRL Rwy 02–20; MIRL Rwy 15–33—CTAF. Landing fee for commercial, corporate and all acft over 5000 lbs. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (413) 568–2267. LAWRS.

COMMUNICATIONS: CTAF 118.9 **ATIS** 127.1 (413) 572–4561

RCO 122.1R 113.0T (BURLINGTON RADIO)

Ⓡ **BRADLEY APP/DEP CON** 125.35 **CLNC DEL** 121.7 (0300–1200Z‡)

WESTFIELD TOWER 118.9 (1200–0300Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEF.

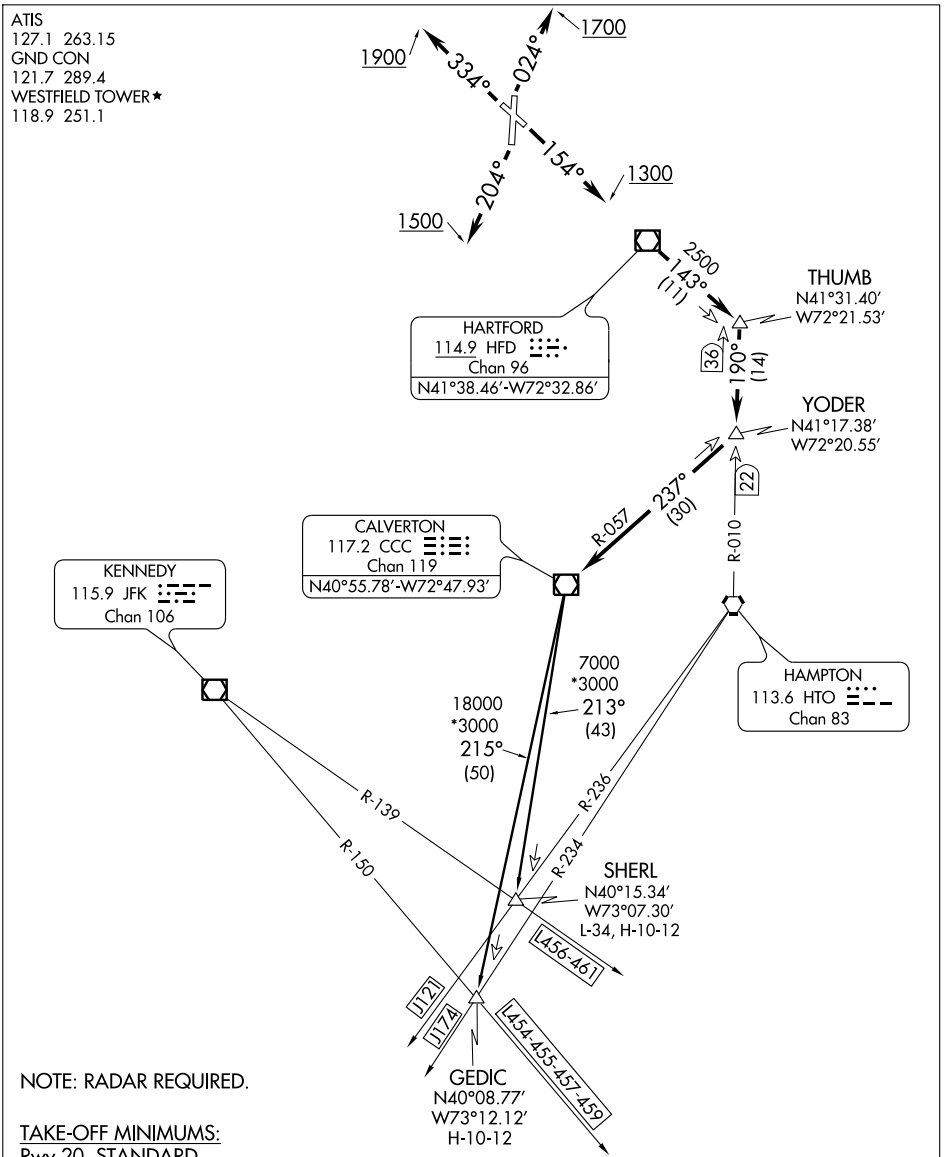
(L) VORTAC 113.0 BAF Chan 77 N42°09.72′ W72°42.97′ at fld. 270/14W.

VORTAC unusable 310°–340° byd 25NM blo 6500′.

ILS 111.9 I–BAF Rwy 20. Class IA. ILS unmonitored when twr clsd.

WESTOVER ARB/METROPOLITAN (See SPRINGFIELD/CHICOPEE)

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 20, STANDARD.
Rwy 2, 300-1½ or STANDARD with a minimum climb of 204 feet per NM to 600, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.
Rwy 15, 400-2 or STANDARD with a minimum climb of 404 feet per NM to 700.
Rwy 33, STANDARD with a minimum climb of 323 feet per NM to 2000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

COASTAL THREE DEPARTURE
(CSTL3.CCC) 10154
WESTFIELD/SPRINGFIELD, MASSACHUSETTS
WESTFIELD/BARNES MUNI (BAF)

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1700, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 154° to 1300, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 204° to 1500, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 334° to 1900, expect radar vectors to HFD VOR/DME, thence . . .

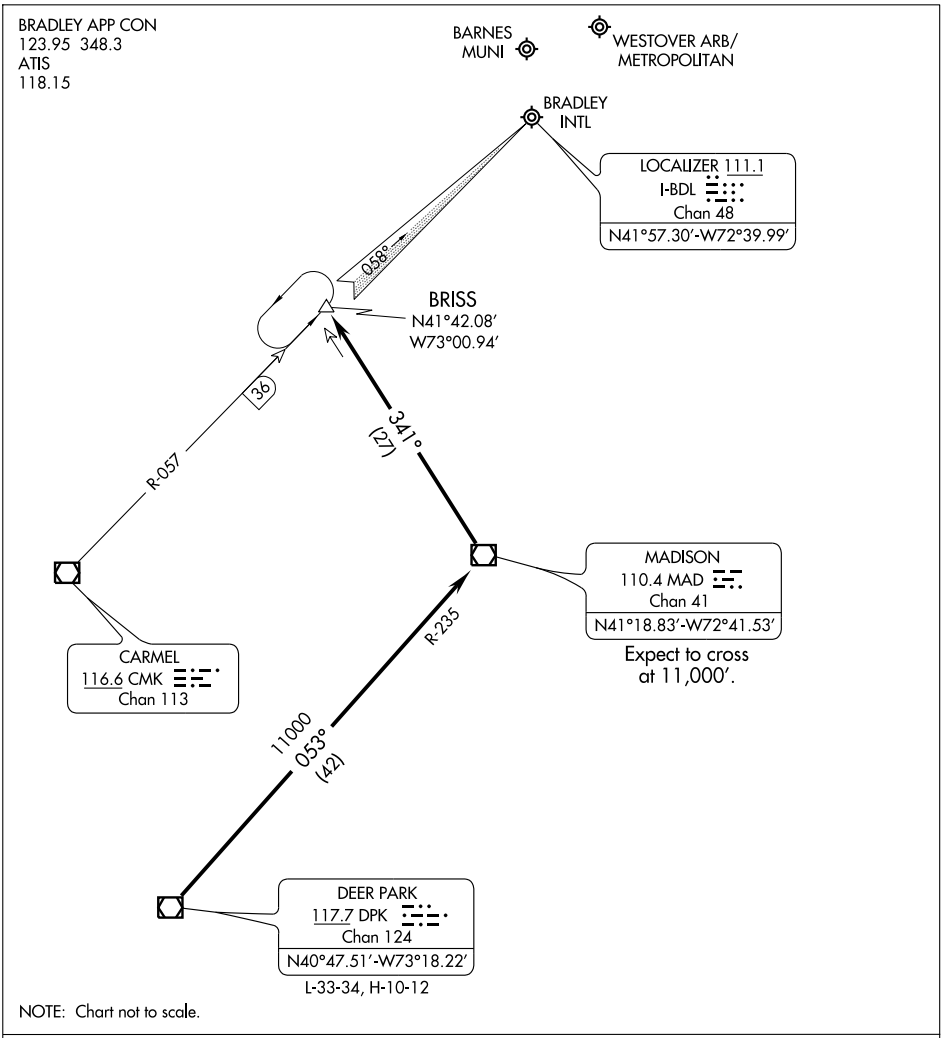
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Trees beginning 1186′ from DER, 144′ left of centerline up to 100′ AGL/385′ MSL. Trees beginning 1098′ from DER, 431′ right of centerline, up to 100′ AGL/465′ MSL.
Rwy 15: Trees beginning 245′ from DER, 74′ left of centerline, up to 100′ AGL/576′ MSL. Bush 245′ from DER, 285′ left of centerline, up to 20′ AGL/265′ MSL. OL on tank 4773′ from DER, 1315′ left of centerline, 190′ AGL/440′ MAL. Trees beginning 360′ from DER, 8′ right of centerline, up to 100′ AGL/508′ MSL.
Rwy 20: Trees beginning 18′ from DER, 47′ left of centerline, up to 100′ AGL/321′ MSL. Trees beginning 541′ from DER, 38′ right of centerline, up to 100′ AGL/329′ MSL.
Rwy 33: Trees and bushes beginning 151′ from DER, 138′ left of centerline, up to 100′ AGL/483′ MSL. OL on radio tower and towers beginning 1.5 NM from DER, 2641′ left of centerline, up to 305′ AGL/545′ MSL. Trees beginning 311′ from DER, 35′ right of centerline, up to 100′ AGL/513′ MSL.

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 21 OCT 2010 to 18 NOV 2010

DEER PARK TWO ARRIVAL
WINDSOR LOCKS, CONNECTICUT
(DPK.DPK2) 07298

HI-ILS or LOC RWY 20

LOC I-BAF	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.9	204°	9000 / 271 / 271

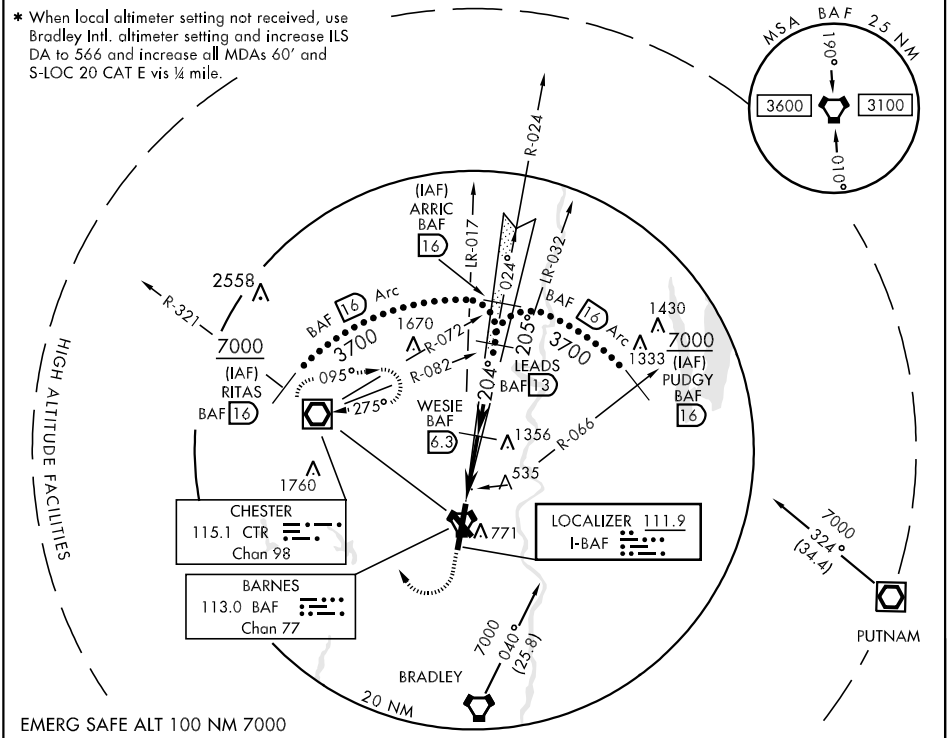
JAL-446 [USAF] WESTFIELD/BARNES MUNI (KBAF)

MALSR

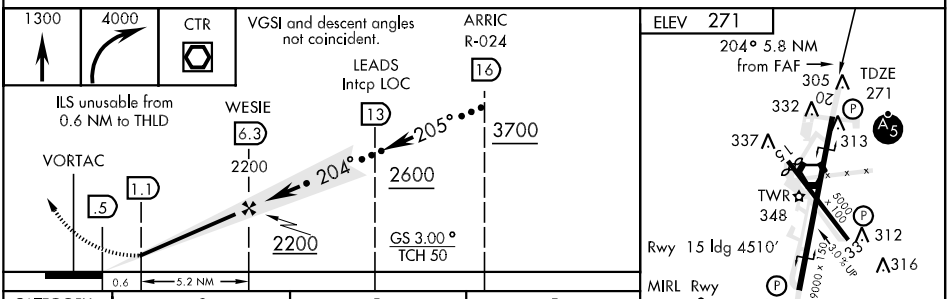
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct CTR VOR/DME and hold. (TACAN acft climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.)

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase ILS DA to 566 and increase all MDAs 60′ and S-LOC 20 CAT E vis ¼ mile.



EMERG SAFE ALT 100 NM 7000



CATEGORY	C	D	E
S-ILS 20 *	521/40 250 (300-¾)		
S-LOC 20 *	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

NE-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 20

VORTAC BAF	APCH CRS	Rwy ldg	9000
113.0	208°	TDZE	271
Chan 77		Arpt Elev	271

JAL-446 [USAF]

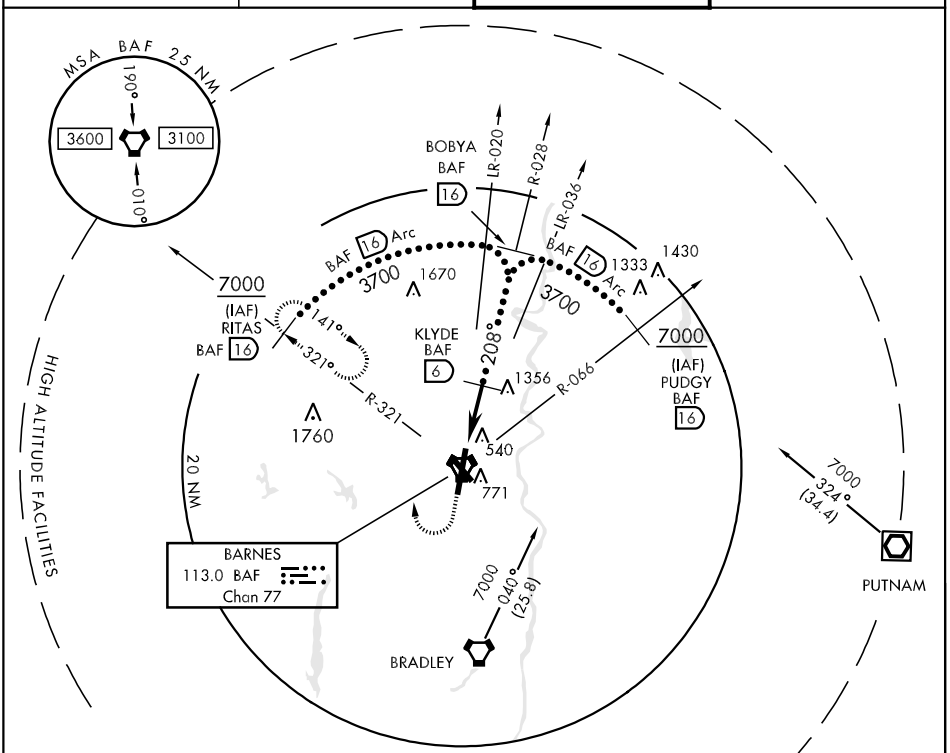
WESTFIELD/BARNES MUNI (KBAF)

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase all MDAs 60′ and S-20 CAT E vis ¼ mile.

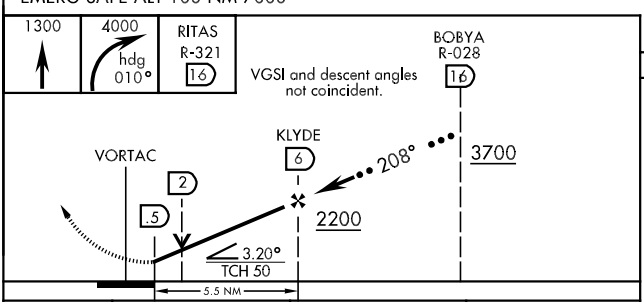
MALSR

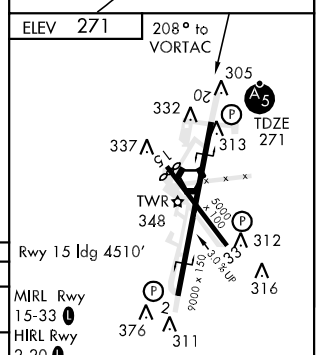
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4



EMERG SAFE ALT 100 NM 7000





CATEGORY	C	D	E
S-20 *	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BAF	APP CRS	Rwy ldg	8919
111.9	204°	TDZE	271
		Apt Elev	271

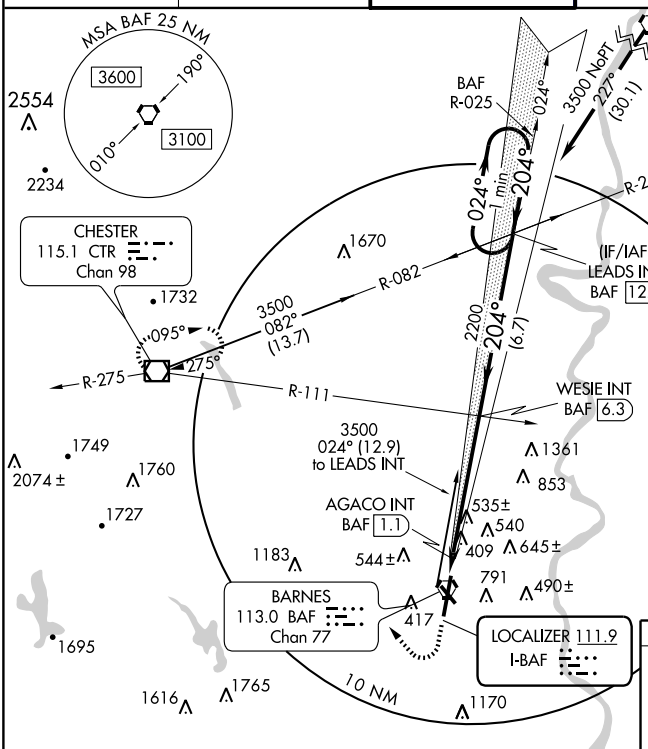
ILS or LOC RWY 20
WESTFIELD / BARNES MUNI (BAF)

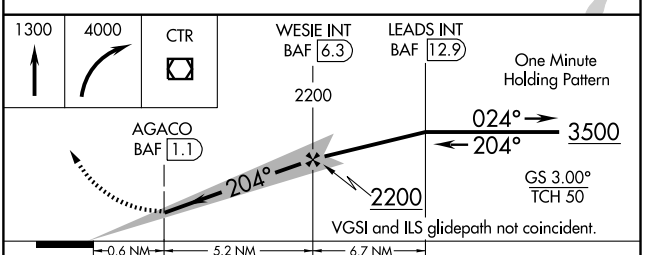
If local altimeter setting not received, use Bradley Intl altimeter setting and increase ILS DA to 566 and increase all MDAs 60 feet.
For inoperative MALSR, increase S-LOC 20 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS 20.
Visibiltiy reduction by helicopters NA.

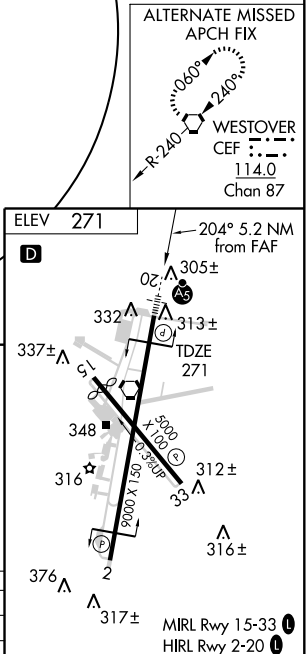
MALSR A5

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D
S-ILS 20	521/40 250 (300-¾)			
S-LOC 20	800/40 529 (600-¾)		800/50 529 (600-1)	800/60 529 (600-1¼)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

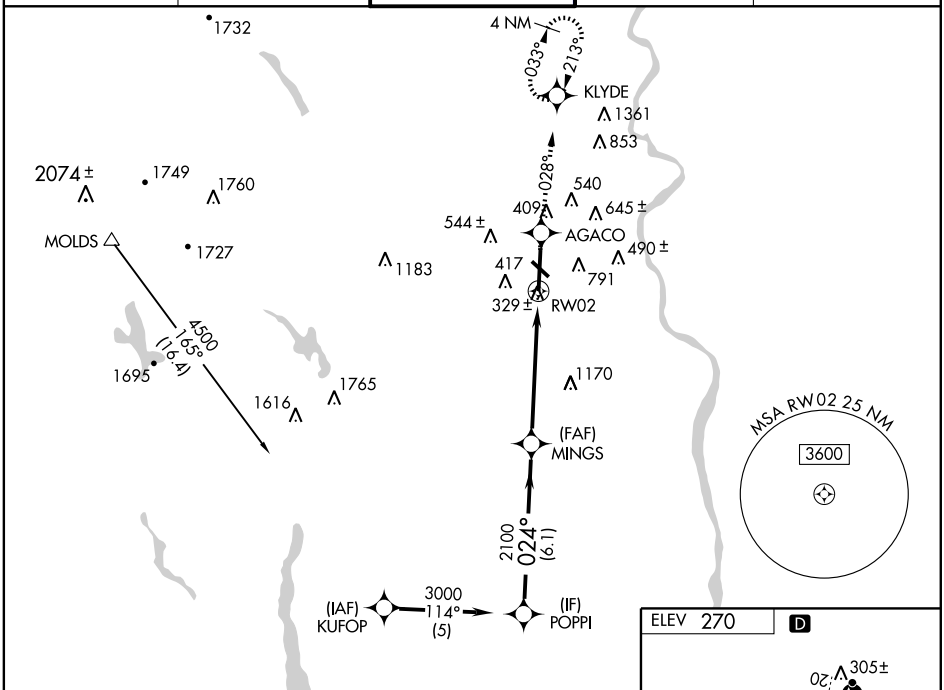
WAAS CH 77817 W02A	APP CRS 024°	Rwy ldg 9000 TDZE 264 Apt Elev 270

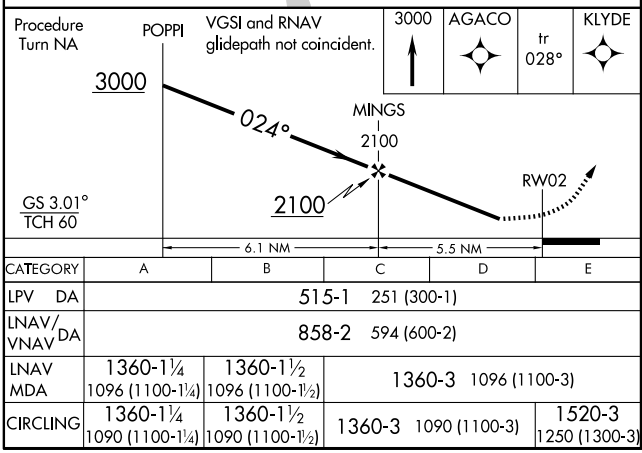
RNAV (GPS) RWY 2
WESTFIELD/BARNES MUNI (BAF)

Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

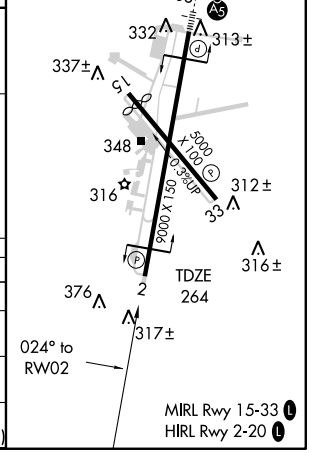
MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7





CATEGORY	A	B	C	D	E
LPV DA	515-1 251 (300-1)				
LNAV/VNAV DA	858-2 594 (600-2)				
LNAV MDA	1360-1¼ 1096 (1100-1¼)	1360-1½ 1096 (1100-1½)	1360-3 1096 (1100-3)		
CIRCLING	1360-1¼ 1090 (1100-1¼)	1360-1½ 1090 (1100-1½)	1360-3 1090 (1100-3)		1520-3 1250 (1300-3)



NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86405 W20A	APP CRS 204°	Rwy ldg 8919 TDZE 271 Apt Elev 271

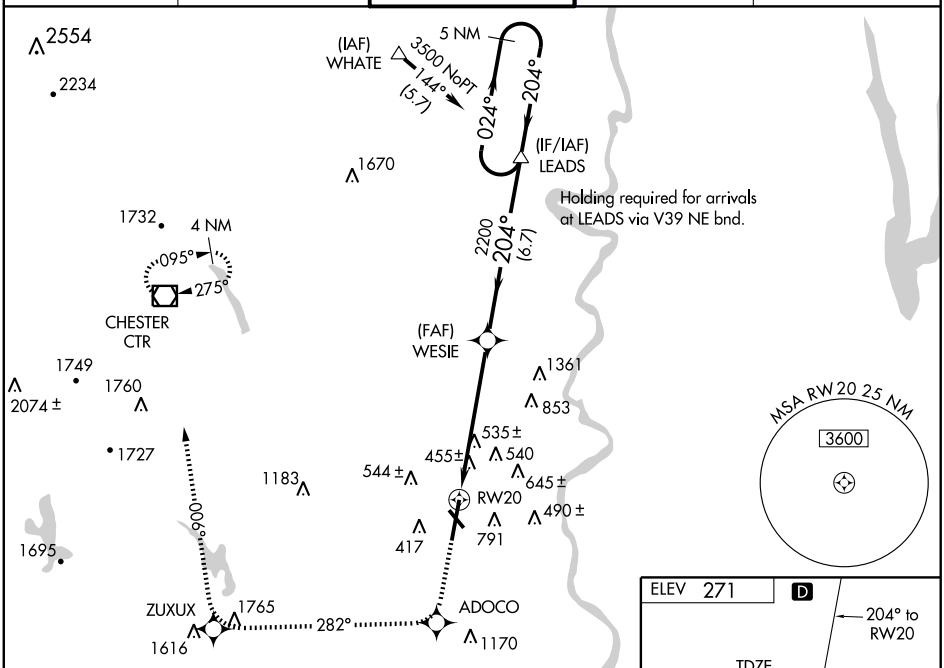
RNAV (GPS) RWY 20
WESTFIELD/BARNES MUNI (BAF)

If local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 665, LNAV/VNAV DA to 973, and all MDAs 60 feet. VDP NA when using Bradley Intl altimeter setting. Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, increase LNAV Cats A and B visibility to RVR 5000. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

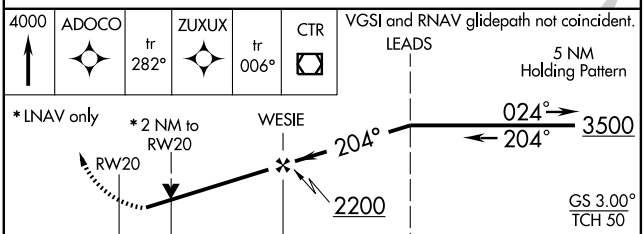
MISSED APPROACH: Climb to 4000 direct ADOCO and via 282° track to ZUXUX and via 006° track to CTR VOR/DME and hold.

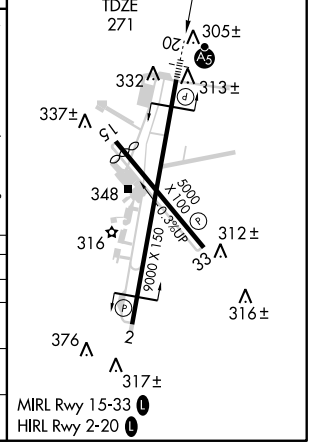
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



4000	ADOCO	tr 282°	ZUXUX	tr 006°	CTR

VGSI and RNAV glidepath not coincident.



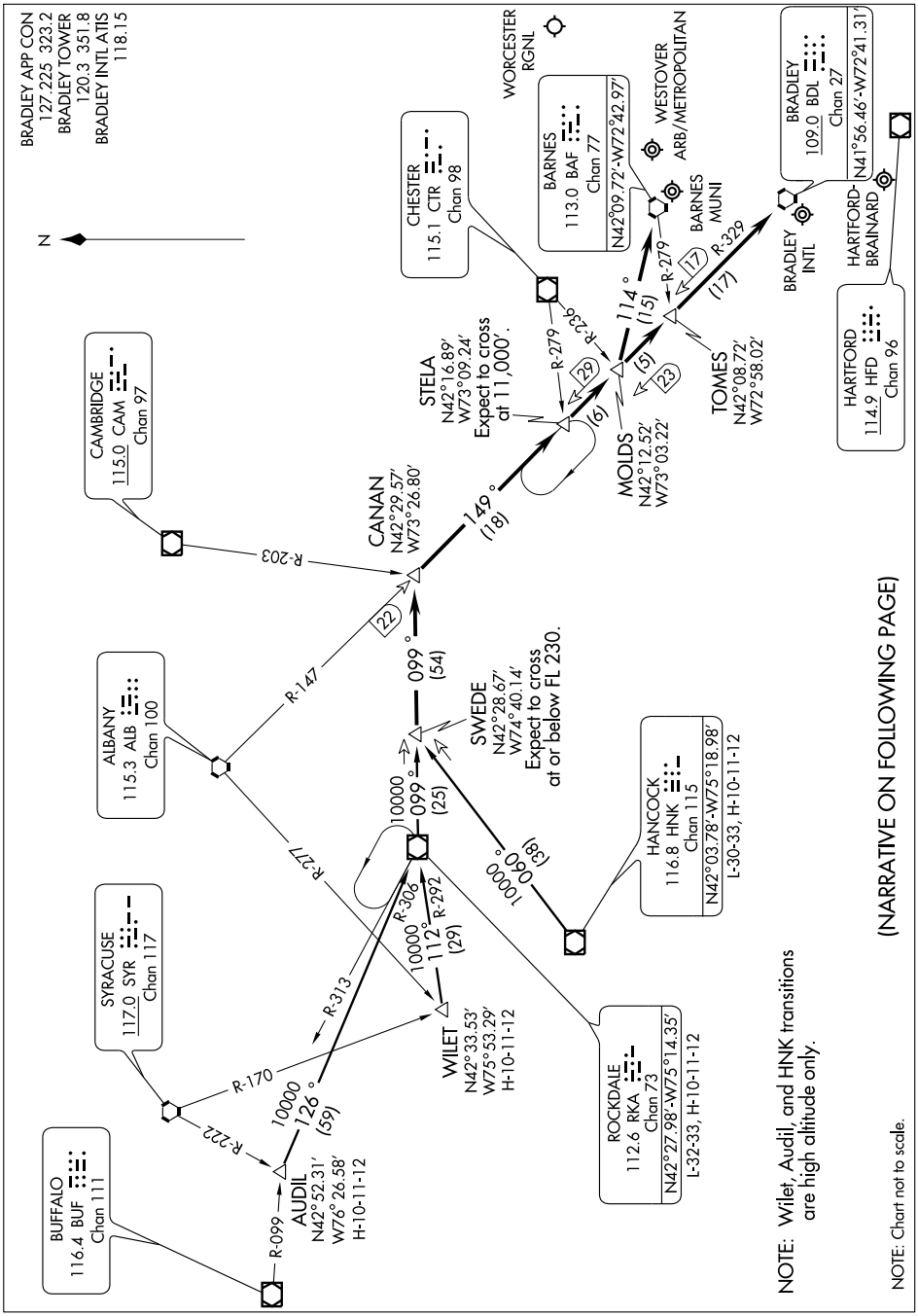


CATEGORY	A	B	C	D
LPV DA	620/40 349 (400-¾)			
LNAV/VNAV DA	928-1¾ 657 (700-1¾)			
LNAV MDA	940/40 669 (700-¾)		940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

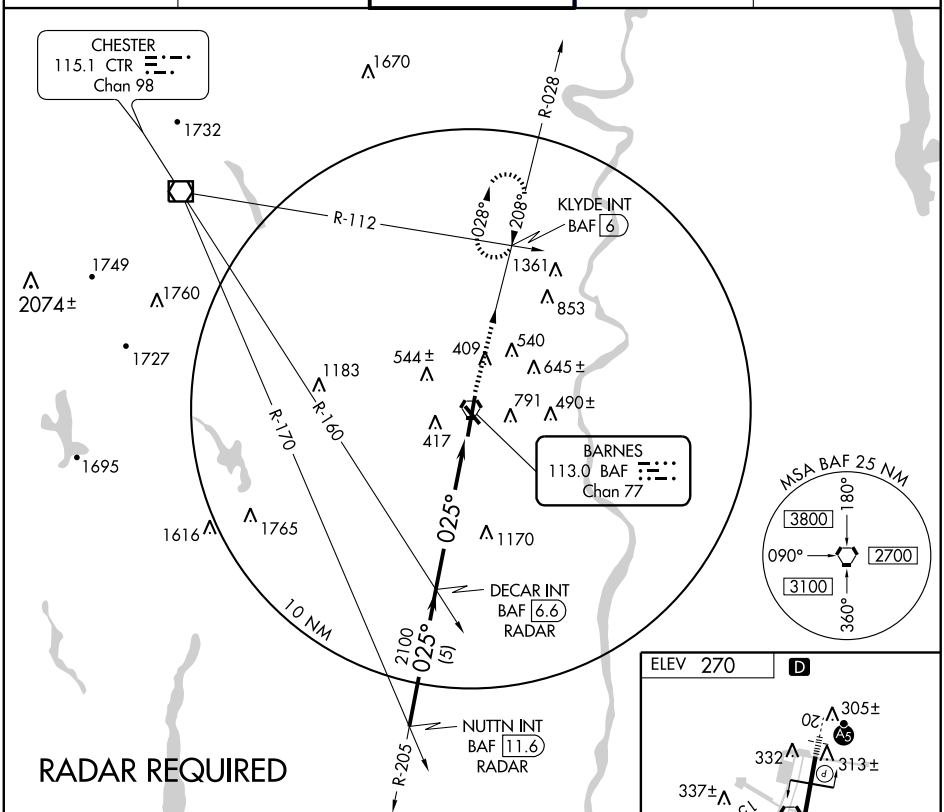
BAF VORTAC 113.0 Chan 77	APP CRS 025°	Rwy ldg 9000 TDZE 264 Apt Elev 270

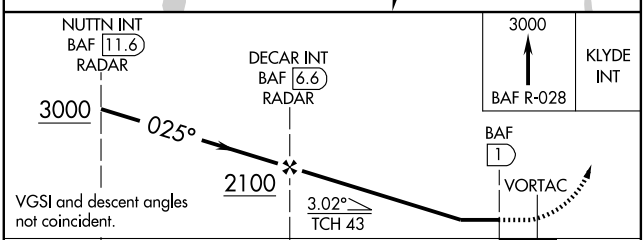
VOR or TACAN RWY 2

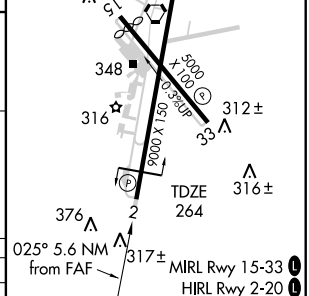
WESTFIELD/BARNES MUNI (BAF)

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE Int and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D	E
S-2	780-1 516 (600-1)		780-1½ 516 (600-1½)	780-1¾ 516 (600-1¾)	
CIRCLING	1160-1¼ 890 (900-1¼)		1160-2¾ 890 (900-2¾)	1160-3 890 (900-3)	1520-3 1250 (1300-3)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

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BAF VORTAC	APP CRS	Rwy ldg	8919
113.0	208°	TDZE	271
Chan 77		Apt Elev	271

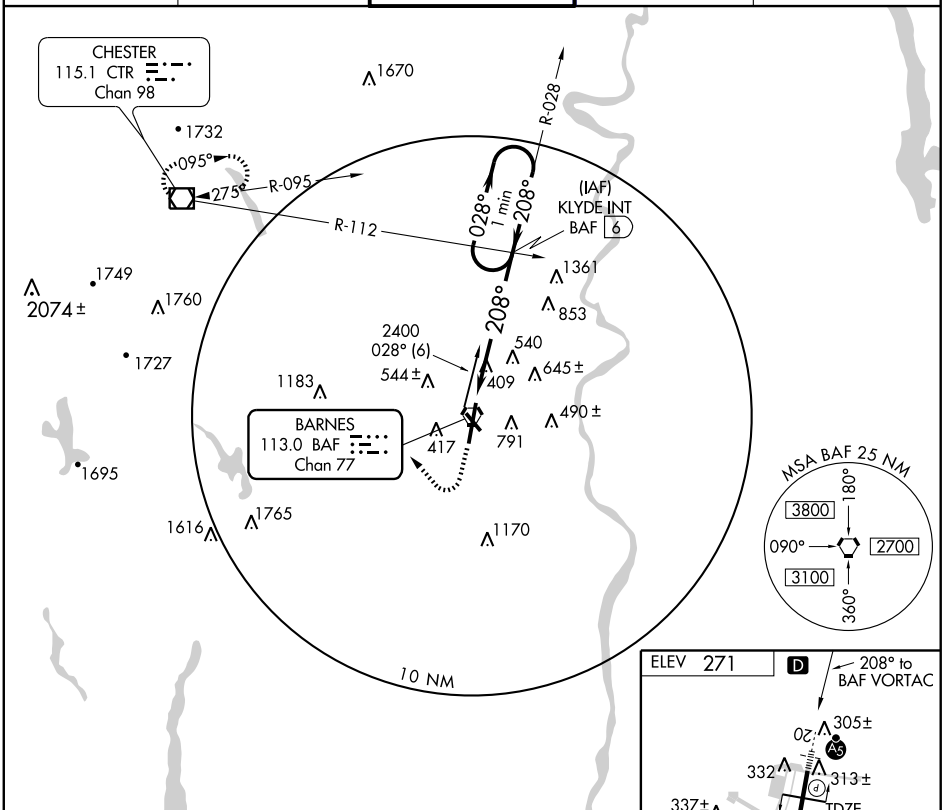
VOR RWY 20
WESTFIELD/ BARNES MUNI (BAF)

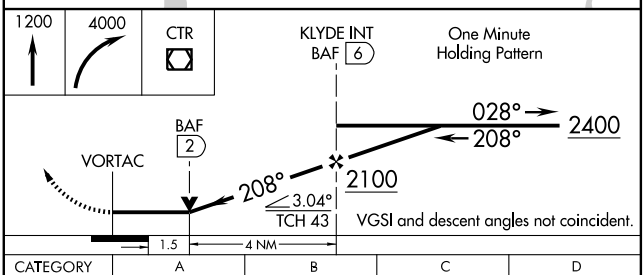
Visibility reduction by helicopters NA.
For inoperative MALSR, increase Cat A/B visibility to RVR 5000.

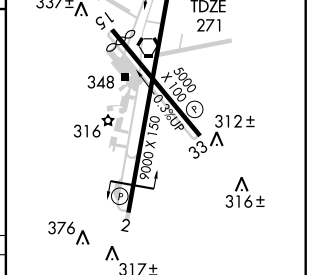
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



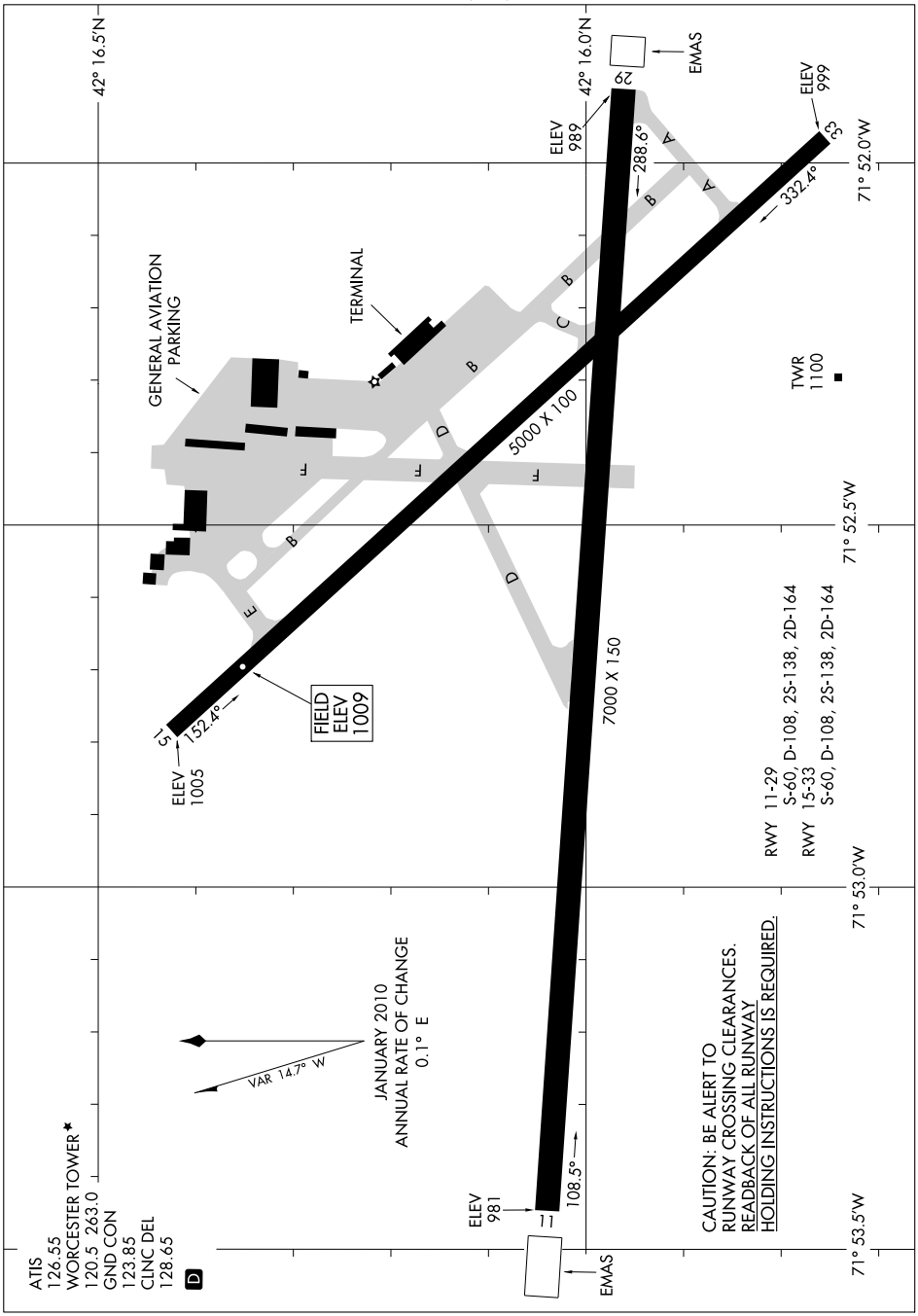




CATEGORY	A	B	C	D
S-20	940/40	669 (700-¾)	940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼	889 (900-1¼)	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

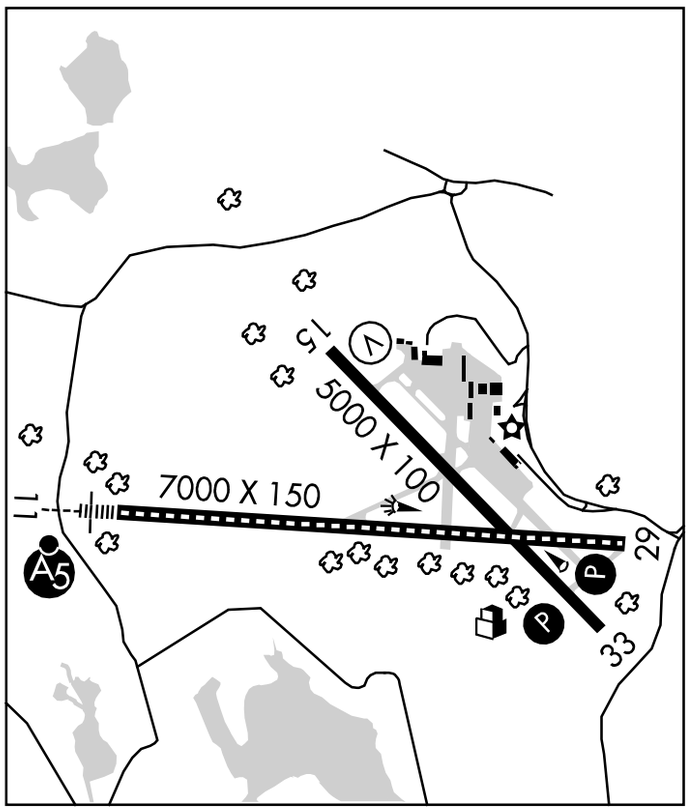
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

WORCESTER RGNL (ORH) 3 W UTC−5(−4DT) N42°16.04′ W71°52.54′ **NEW YORK**
1009 B S4 **FUEL** 100LL, JET A LRA Class I, ARFF Index B **H–10I, 11D, 12K, L–33C, 34J**
NOTAM FILE ORH **IAP, AD**



RWY 11–29: H7000X150 (ASPH–GRVD) S–60, D–108, 2S–138. 2D–164 HIRL CL
RWY 11: MALSR. TDZL. Building.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Tree.
RWY 15–33: H5000X100 (ASPH–GRVD) S–60, D–108, 2S–138, 2D–164 MIRL
RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 35′. Antenna.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 15:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 29:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 33:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

ARRESTING GEAR/SYSTEM
RWY 11: EMAS
RWY 29: EMAS

AIRPORT REMARKS: Attended continuously. Wildlife invof arpt, birds on and invof arpt. Use caution for arpt vehicles monitoring CTAF and opr on arpt during non–towered hrs. During snow removal ops 30 minutes PPR on frequency 120.5 during twr hrs or frequency 119.0 during non twr hrs or call 508–799–1325. ACTIVATE HIRL Rwy 11–29; MIRL Rwy 15–33; MALSR Rwy 11 and PAPI Rwy 29 and Rwy 33—CTAF. Rwy 11 and Rwy 29 touchdown and rollout RVR avbl. Transient acft ctc FBO on 122.95 for svcs. Ldg fee for multi-engine acft and larger. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (508) 795–7546.

COMMUNICATIONS: CTAF 120.5 **ATIS** 126.55 508–757–0962
UNICOM 122.95
RCO 122.2 (BRIDGEPORT RADIO)
Ⓡ **BRADLEY APP/DEP CON** 119.0 **CLNC DEL** 119.0 (0200–1130Z‡)
TOWER 120.5 (1130–0200Z‡) **GND CON** 123.85 **CLNC DEL** 128.65

AIRSPACE: CLASS D svc 1130–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
GARDNER (L) VOR/DME 110.6 GDM Chan 43 N42°32.76′ W72°03.49′ 168° 18.6 NM to fld. 1280/14W.
DUNCA NDB (LOM) 279 RS N42°16.47′ W72°01.20′ 109° 6.4 NM to fld.
GOZZR NDB (LOM) 417 EK N42°15.59′ W71°44.12′ 289° 6.3 NM to fld.
ILS/DME 110.9 I–RSR Chan 46 Rwy 11. Class IT. LOM DUNCA NDB. ILS unmonitored when tower clsd. DME unusable byd 15 NM.
ILS/DME 110.9 I–EKW Chan 46 Rwy 29. Class IB. LOM GOZZR NDB. Unmonitored when twr clsd. GS unusable coupled apch blo 1226′ MSL. LOC unusable byd 25° left and byd 25° right of course.

LOC/DME I-RSR	APP CRS	Rwy ldg	7000
110.9	109°	TDZE	981
Chan 46		Apt Elev	1010

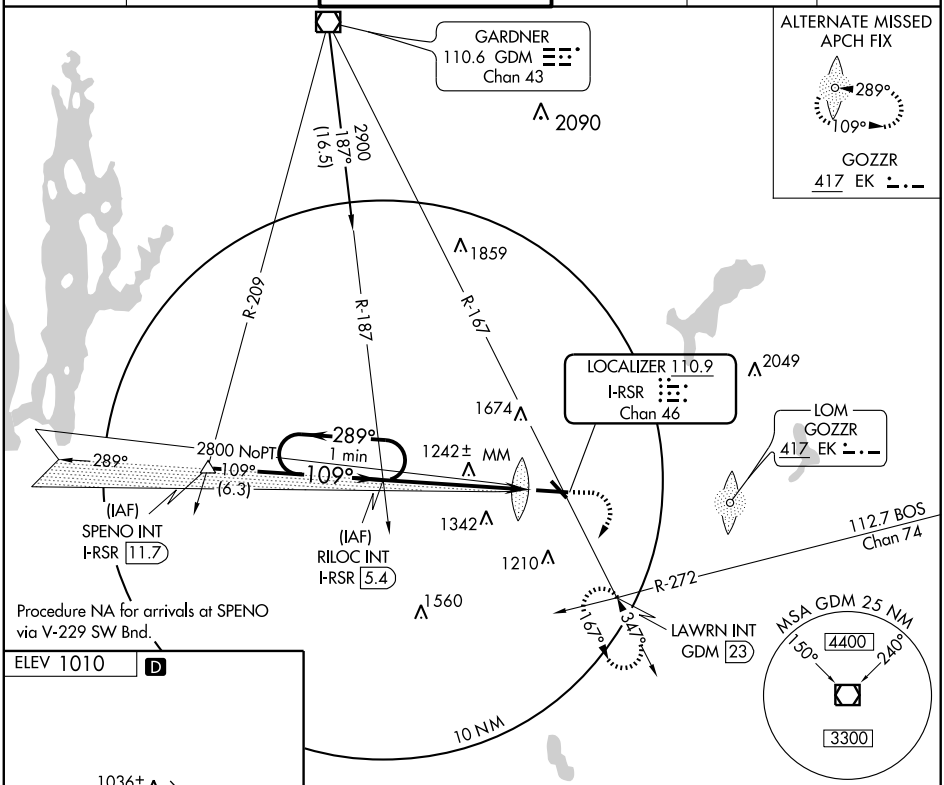
ILS or LOC RWY 11
WORCESTER RGNL (ORH)

If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
VDP NA when using Laurence G. Hanscom Fld altimeter setting.

MALSR

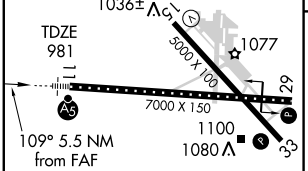
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95



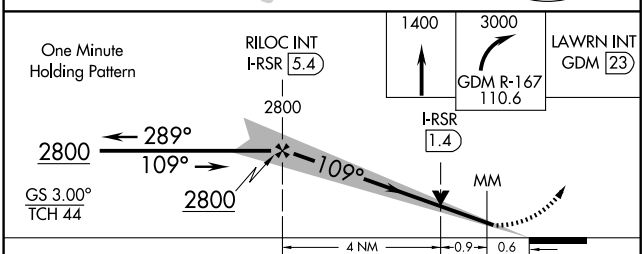
Procedure NA for arrivals at SPENO via V-229 SW Bnd.

ELEV 1010 D



TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 11	1181/18 200 (200-½)			
S-LOC 11	1500/24 519 (500-½)		1500/50 519 (500-1)	1500/60 519 (500-1¼)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

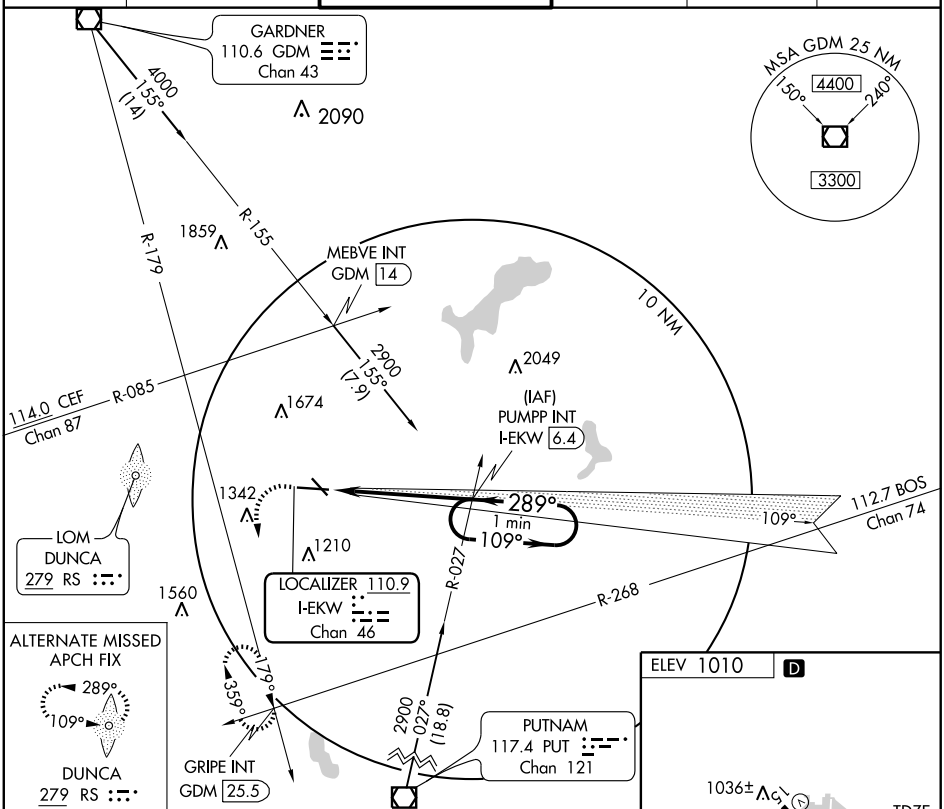
LOC/DME I-EKW	APP CRS	Rwy ldg	7000
110.9	289°	TDZE	991
Chan 46		Apt Elev	1010

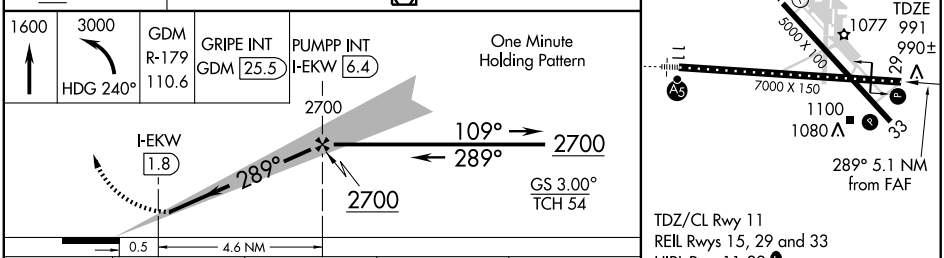
ILS or LOC RWY 29
WORCESTER RGNL (ORH)

Autopilot coupled approach NA below 1226 feet. DME REQUIRED. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 240° and GDM R-179 to GRIPE Int/GDM 25.5 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95





CATEGORY	A	B	C	D
S-ILS 29	1191/40 200 (200-¾)			
S-LOC 29	1260/50 269 (300-1)			
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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NDB RWY 11
WORCESTER RGNL (ORH)

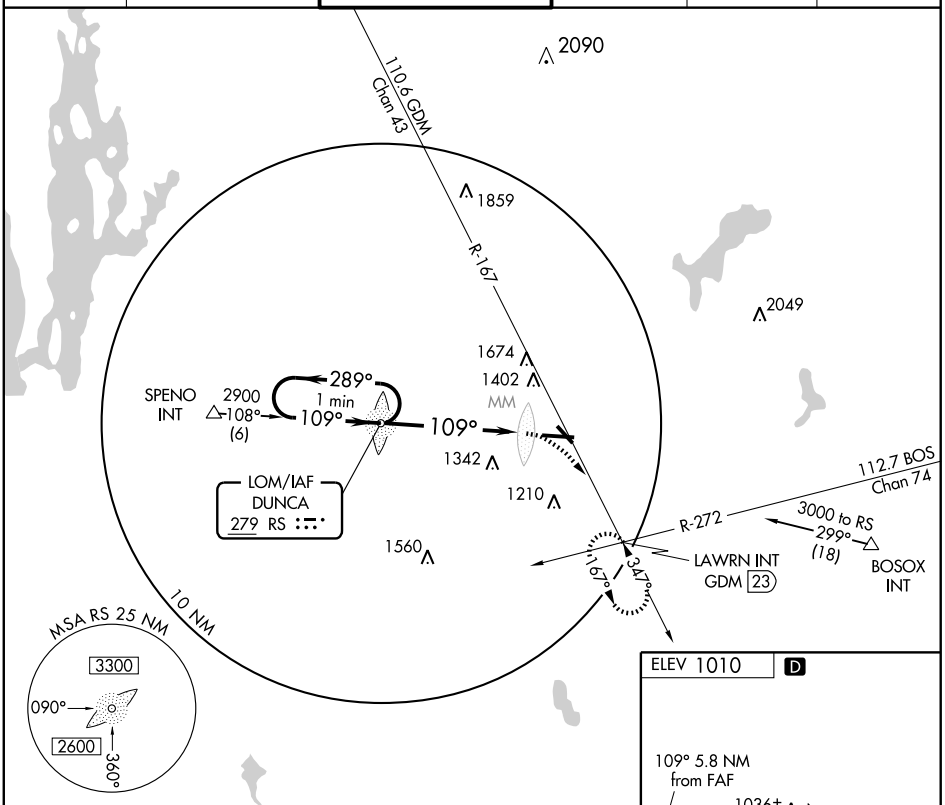
LOM RS	APP CRS	Rwy ldg	7000
279	109°	TDZE	981
		Apt Elev	1010

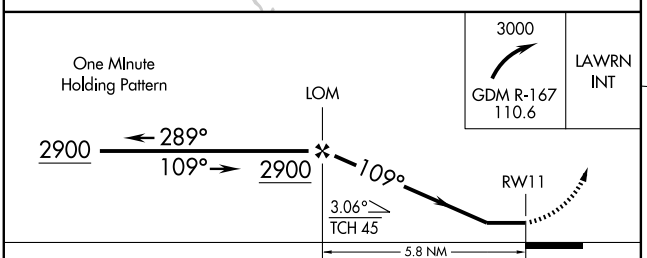
If local altimeter setting not received, use Laurence G. Hanscom Fld altmeter setting and increase all MDAs 200'.

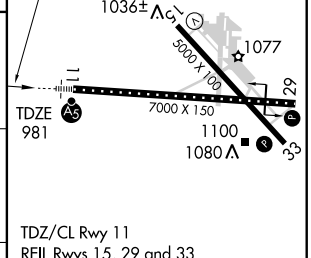
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-11	1680/40	699 (700-¾)	1680-1½ 699 (700-1½)	1680-2 699 (700-2)
CIRCLING	1680-1	670 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

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NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 77999 W11A	APP CRS 109°	Rwy ldg 7000 TDZE 981 Apt Elev 1010

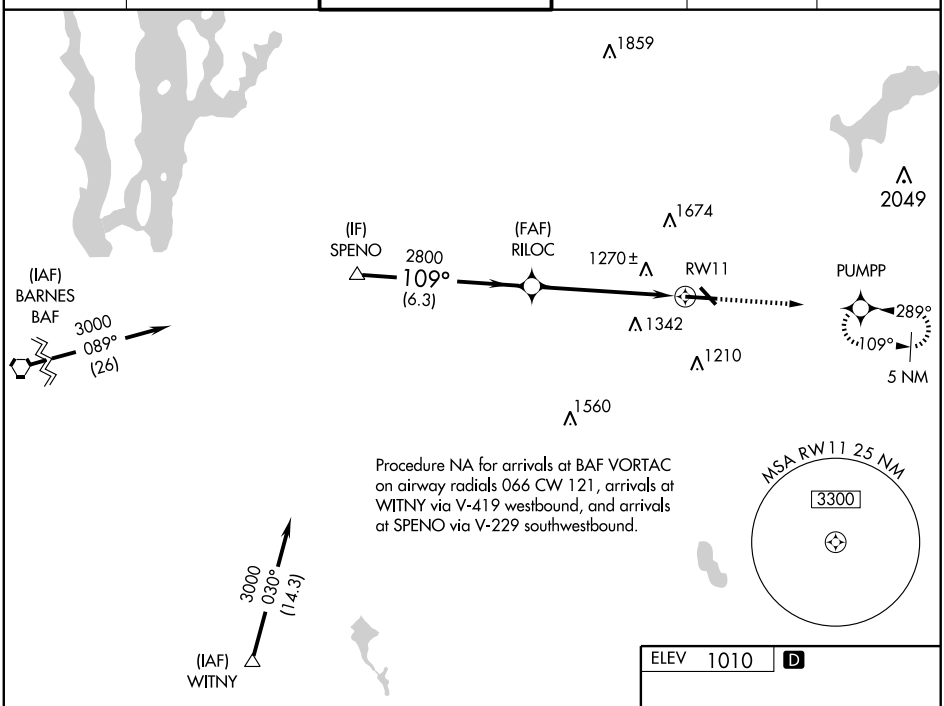
RNAV (GPS) RWY 11
WORCESTER RGNL (ORH)

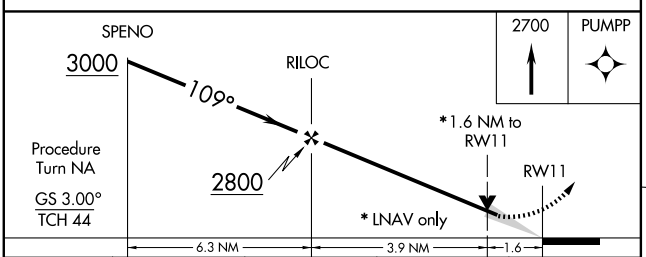
T DME/DME RNP -0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to RVR 6000. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
A
W VDP NA when using Laurence G. Hanscom Fld altimeter setting.

MALSR A5

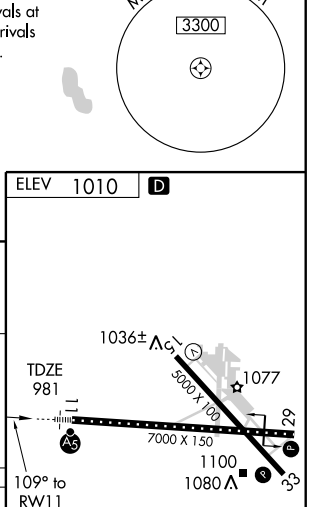
MISSED APPROACH: Climb to 2700 direct PUMPP and hold. When authorized by ATC, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER *	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95





CATEGORY	A	B	C	D
LPV DA	1334/40 353 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1520/24 539 (600-½)		1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)



TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

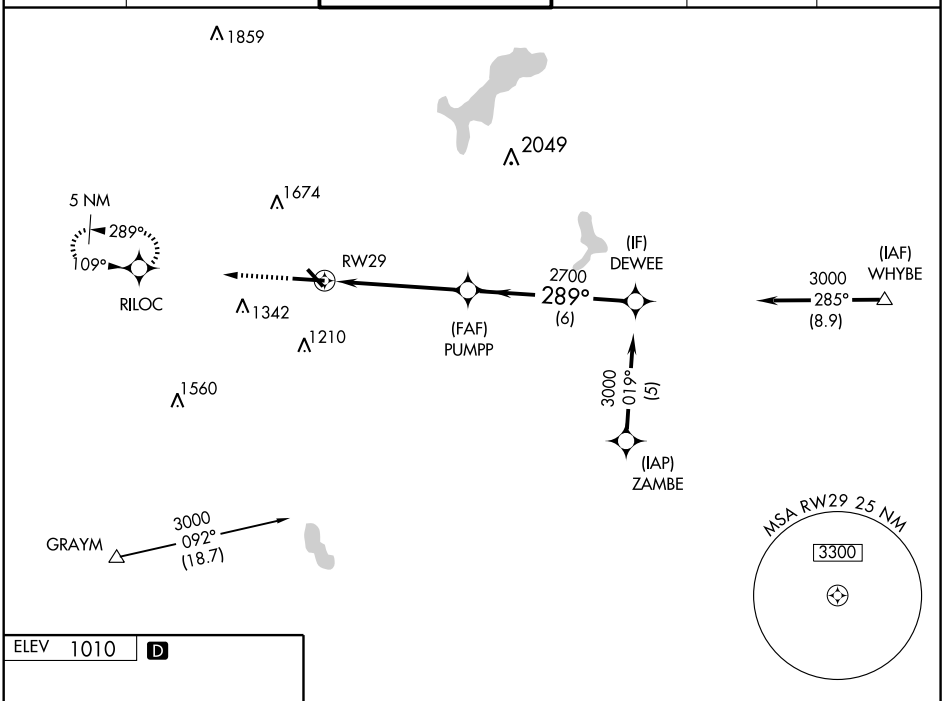
WAAS Ch 82299 W29A	APP CRS 289°	Rwy ldg 7000 TDZE 991 Apt Elev 1010

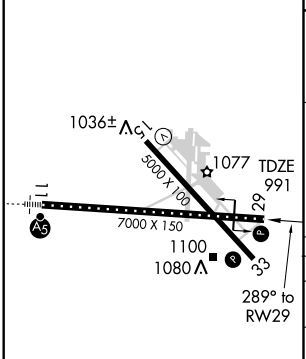
RNAV (GPS) RWY 29
WORCESTER RGNL (ORH)

DME/DME RNP -0.3 NA. Baro VNAV NA below -17°C (2°F). If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'. VDP and Baro-VNAV NA when using Laurence G. Hanscom Fld altimeter setting.

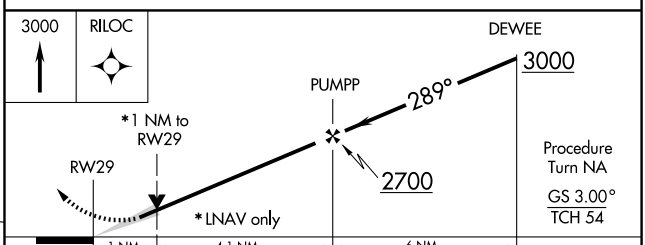
MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95





TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	1241/40 250 (300-¾)			
LNAV/VNAV DA	1361/60 370 (400-1¼)			
LNAV MDA	1360/50 369 (400-1)			1360/60 369 (400-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

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NE-1, 21 OCT 2010 to 18 NOV 2010

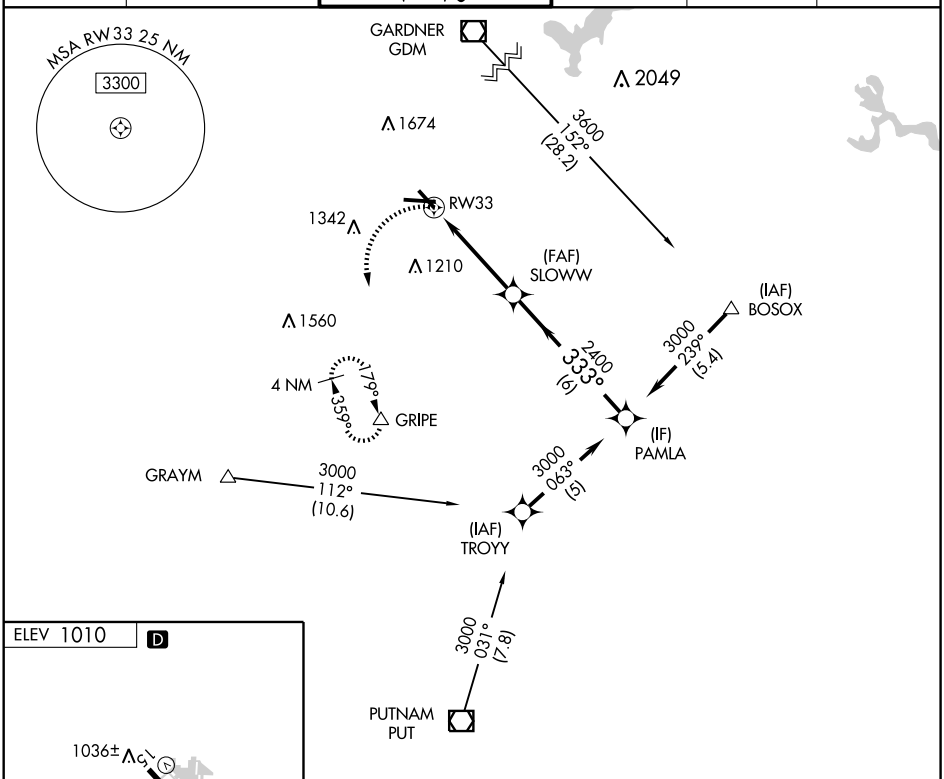
APP CRS	Rwy ldg	5000
333°	TDZE	999
	Apt Elev	1010

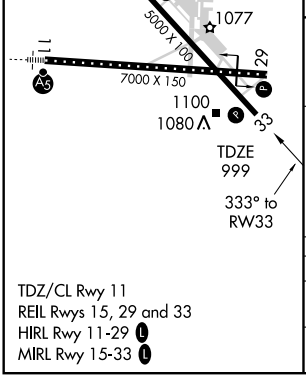
RNAV (GPS) RWY 33
WORCESTER RGNL (ORH)

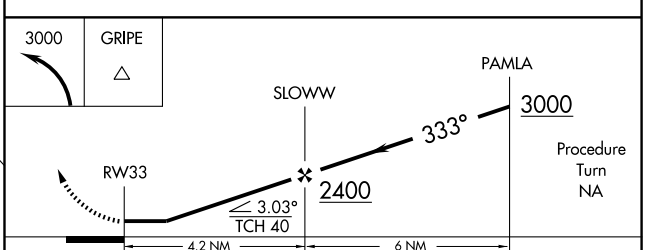
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laurence G Hanscom Field altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, increase LNAV Cat D and Circling Cat C visibility ¾ mile, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GRIPE and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







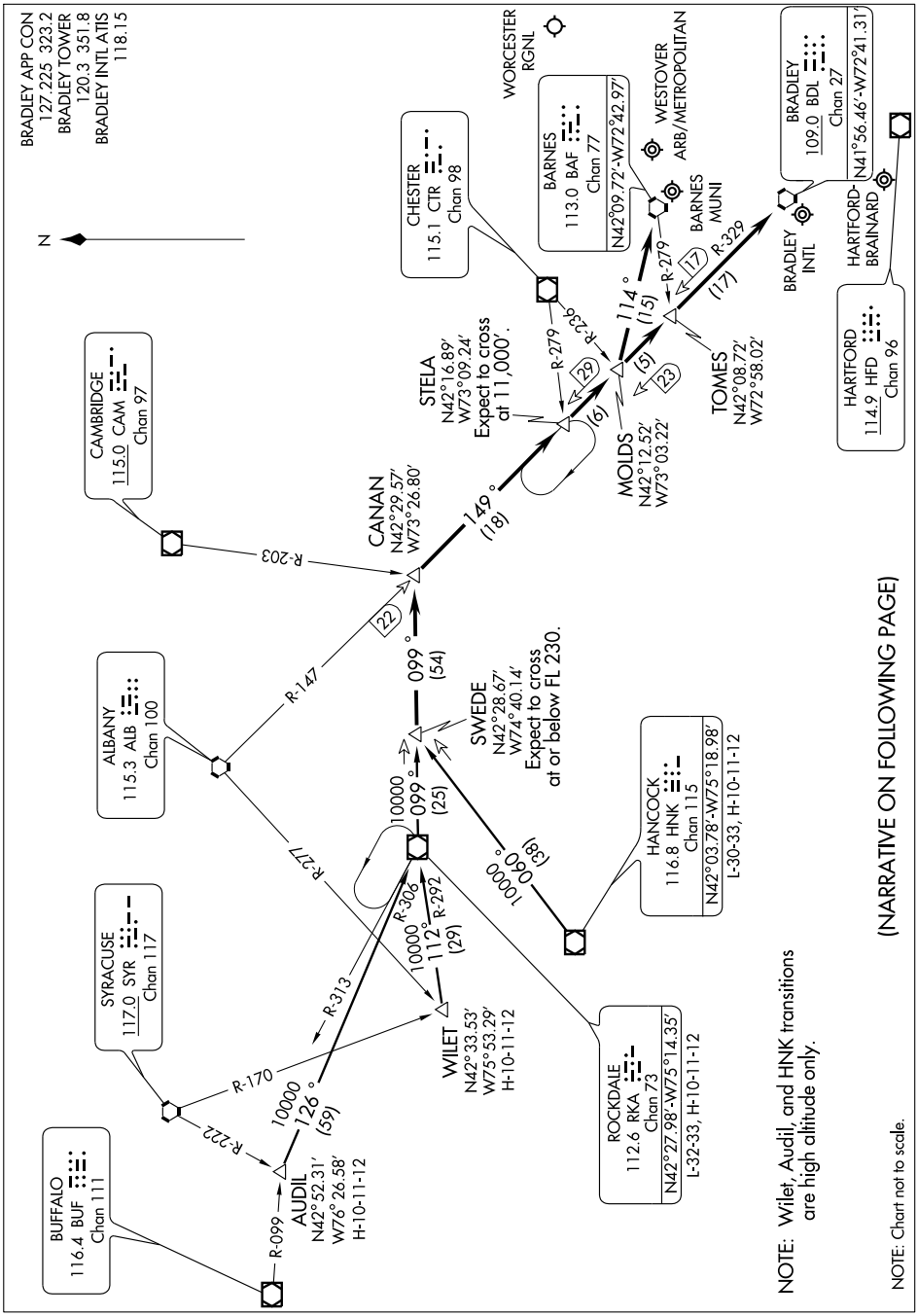
TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
LNAV MDA	1400-1 401 (400-1)		1400-1¼ 401 (400-1¼)	
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

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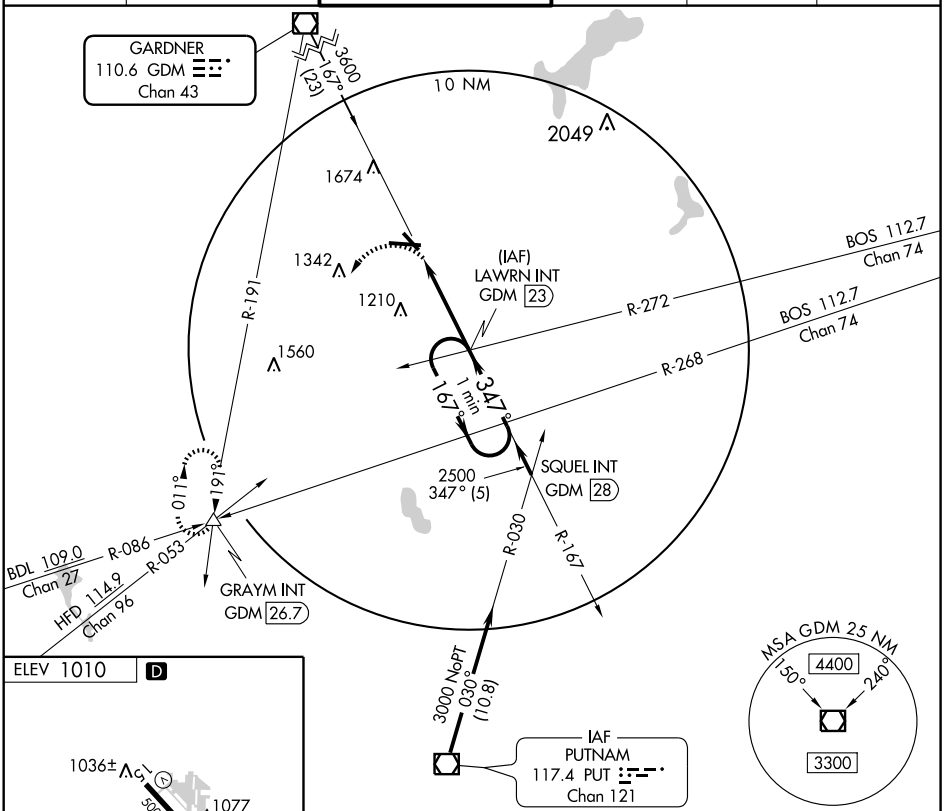
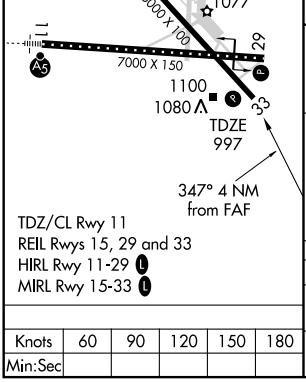
VORTAC GDM 110.6 Chan 43	APP CRS 347°	Rwy ldg 5000 TDZE 997 Apt Elev 1010

VOR/DME RWY 33
WORCESTER RGNL (ORH)

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and GDM R-191 to GRAYM Int/GDM 26.7 DME and hold.

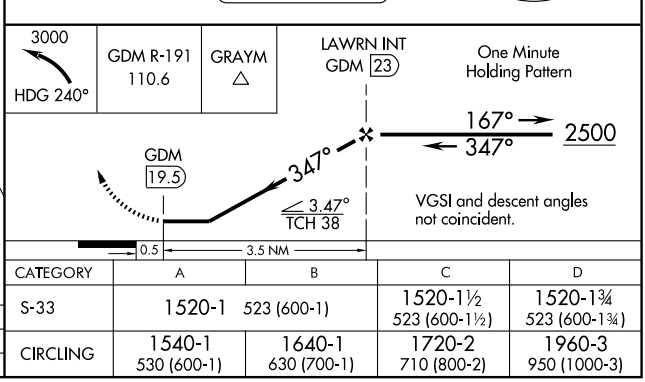
ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95





TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-33	1520-1 523 (600-1)		1520-1½ 523 (600-1½)	1520-1¾ 523 (600-1¾)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	1960-3 950 (1000-3)

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